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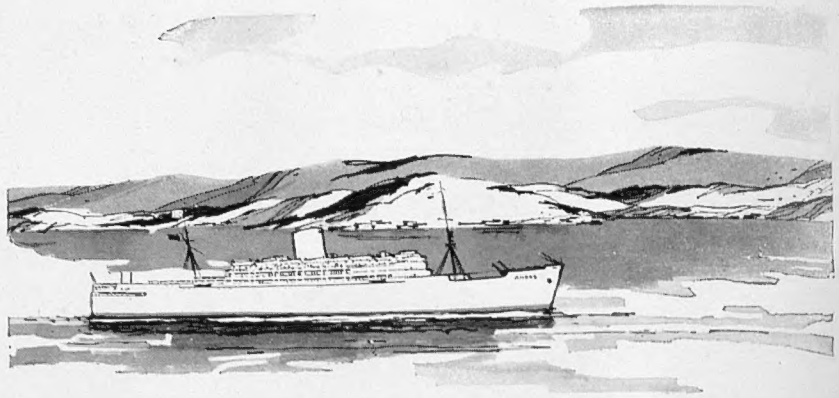

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Volume CCXXXIX No. 3104

The SPHERE, London, November 28, 1959

The SPHERE

with which is incorporated THE GRAPHIC

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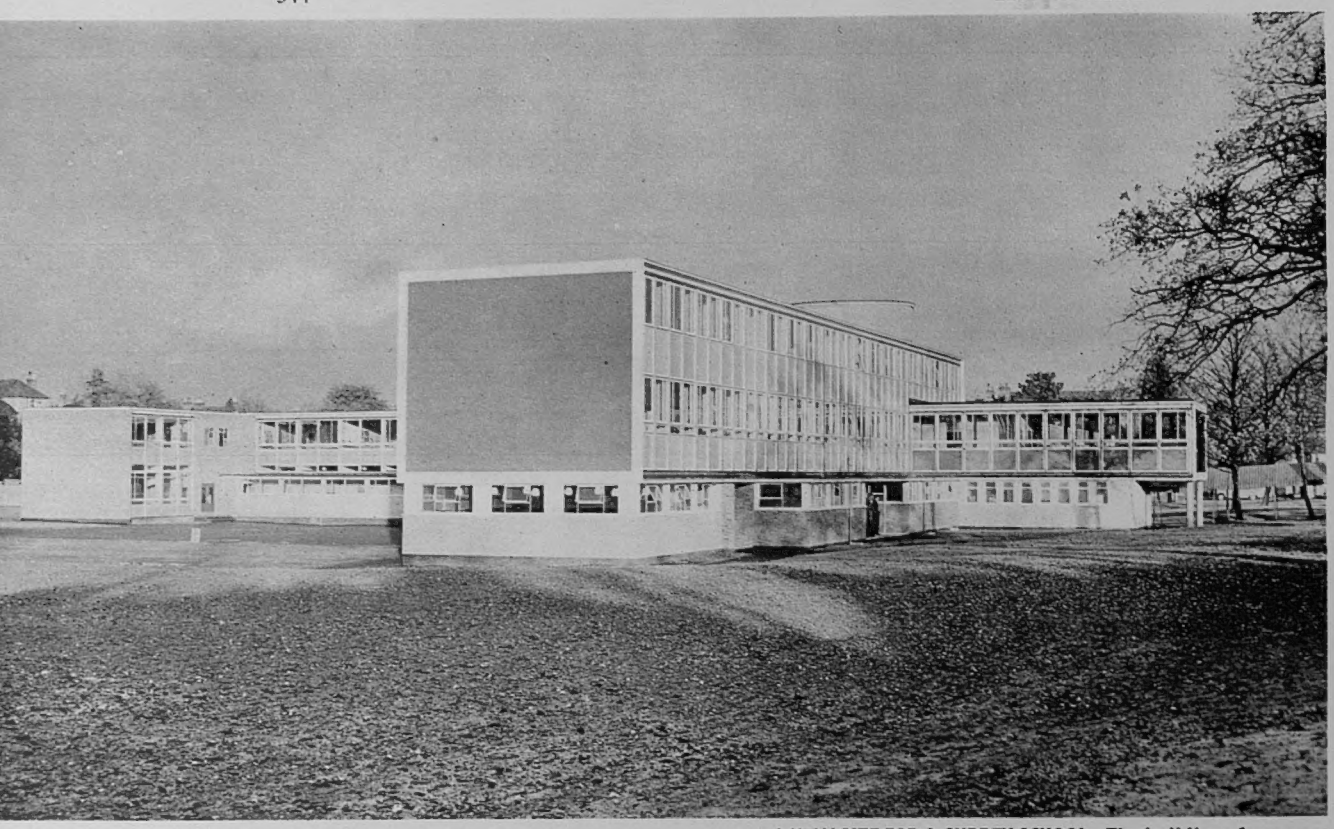
A ROYAL INAUGURATION FOR A COMMONWEALTH EXHIBITION—PRINCESS MARGARET RETURNS TO LONDON AFTER HER DAY OF ENGAGEMENTS IN LIVERPOOL: She is welcomed at London Airport by Wing-Commander J. W. Allan, the Duty V.I.P. Officer, R.A.F., Northolt, after alighting from a Heron of the Queen's Flight. Standing on the right is Mr. James Jeffs, Commandant of the Airport. For her walk in the rain from the plane to her car the Princess wore a nylon rain-cape over her green velvet coat.

The Commonwealth Exhibition and the first of a series of Commonwealth Weeks which Princess Margaret inaugurated in Liverpool are to continue in that city until December 5 before going on tour in other centres of Britain including Leeds, Birmingham and Norwich. Her Royal Highness spent five hours in Liverpool, during which she also opened the City's own new Commonwealth Library. The first part of the opening ceremonies in connection with the exhibition took place in the Council Chamber where the Princess addressed a distinguished audience which included High Commissioners, or their representatives, of the Commonwealth countries. Later, the official party toured the exhibition in the Corn Exchange, after which the Princess was the guest of honour at a luncheon given by the Lord Mayor (Alderman H. N. Bewley) and the Corporation. The purpose of the exhibition is to give the public a general impression of the Commonwealth countries and their dependencies—their size, peoples, economic development, resources, influence and achievements. Among other important aspects, it also illustrates how Commonwealth consultation and co-operation work. Jointly sponsored by the Commonwealth Relations Office and the Colonial Office, the Exhibition has been prepared by the Central Office of Information.

Postage: Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.



A NEW SITE FOR A SURREY SCHOOL: The buildings form part of the Archbishop Tenison School at Croydon, which was opened last week by the Queen Mother and dedicated by the Archbishop of Canterbury. Part of the cost of the new buildings has been paid for by the sale of the old site. Archbishop Tenison School at Croydon is a mixed school of grammar school status. It was founded by the Archbishop in 1714 only a short time before his death. In 1685, when he was Vicar of St. Martin-in-the-Fields, he had endowed a grammar school which at that time was housed in the crypt of the church. Later known as the Archbishop Tenison Grammar School, it is now situated near the Oval, at Kennington.

ON THE OPENING DAY: The Queen Mother and the Archbishop of Canterbury are talking with Linda Martin in the Art Room at the Archbishop Tenison School at Croydon.

A London Newslette

13-15, JOHN ADAM STREET, W.C.2

To the Summit—The most humble hill-climber always finds the summit elusive; it is always further on and further up. So with the Summit Conference. It cannot now be reached before the swallow dares and it may be that the international washerwomen will not wash their dirty linen until clouts are cast when May is out. Some of the climbers complain that the pace of the climb is the pace of the slowest and most reluctant, such as General de Gaulle and Mr. Khrushchev. It is rather like the "Lancers," the "visiting" figure precedes the "Grand Chain." General de Gaulle will not attend a summit until after Mr. Khrushchev's visit to France; Mr. Khrushchev has chosen the latest date offered for that visit. By the end of March, Mr. Eisenhower (he hopes) will be more concerned with the Presidential Election than with Summit matters. The anxiously waiting world must abide its soul in patience through another winter and spring. Its orchestra, tuned up, has long since burst into the "Invitation to the Waltz," but the reluctant debutantes of peace cannot be persuaded to take the floor. They are still choosing their partners or powdering their noses. The ball, once assumed to be at their feet, looks more like becoming a flop.

Have a Flutter!—In the debate on the Gambling Bill, Mr. Butler frankly admitted that its drafting must be regarded as flexible through the committee stage. That is not surprising, since he was well aware that among the Members are quite a few who regard gambling as an evil and strongly dissent from the principle that it is no business of law-makers to try to correct human frailties; still less from the principle that when a law is difficult to enforce, it is best to abrogate it. That seems to some a confession of failure. No one denies that the existing laws on gambling have long been chaotic, antiquated, illogical and difficult to enforce, and that an up-to-date charter of some kind is overdue. The question is: should that Charter be less *officially encouraging*. The Bill, of course, will go through with minor amendments, and gambling will gradually go off the streets, with prostitution, and set up behind blinds; and Britain will then look much more respectable. But I certainly hope the amendments conceded will clip the wings of the big bosses in this authorised national industry, so that they cannot absorb all the "little shopkeepers," and that such amendments will yet do something to control the limits of Pools prizes. For on that point I confess to a "non-conformist conscience," and believe that a sudden windfall of £100,000 gained by pure luck and the expenditure of a few pence has proved more often a curse than a blessing to the winner, and is the worst possible deterrent to hard work and thrift. If a Government does not concern itself with our little vices, at least it should encourage our national virtues.

Limelight Effects—Some people believe that when men who have held the highest positions in the land announce their retirement and receive the grateful tributes to their services from the nation, they should in truth retire. Certainly there should be no bitter quarrel about their pension rights. It is even said that if they still pine for the limelight and stand in its beams, they inexorably, if slowly, diminish their reputations in history. This has often been said of the "comebacks" of great artistes and of more than one statesman. Not least of Lloyd George. It might be said of Lord Attlee. Some of his public appearances since he retired with an Earldom, a K.G., an O.M. and a C.H., have somewhat shattered the public notion of the merits which gained these high honours. There was a TV duologue which brought it or giggles to viewers' eyes. Any public man, who notoriously unskilful in expressing himself, is inevit easy game for mis-reporters and for those who like to a man out in inconsistency or contradictions (and t are many who enjoy the game). Some of Lord Att contradictions are the easiest game for them. said some bitter home truths about the hereditu Chamber—and accepted an Earldom. He trounced L Alanbrooke (or Sir Arthur Bryant) for so belittli General Eisenhower as to embitter Anglo-Americ relations, and yet before that criticism of his was f gotten, he practically echoed Alanbrooke's words when was a paying (or paid) guest of America, unless he grossly misheard or misinterpreted by reporters, as avers. The worst things to be said about limelight are th once enjoyed, it is hard to abandon, and that, thou when a man is in high office, it may blind the public to weaknesses and warts, when he no longer enjoys *panache* of power, the limelight cruelly reveals his wa and diminishes his stature. It suggests to us: "Was the face that launched a thousand ships ?" or, "O migh Cæsar, dost thou lie so low, shrunk to this li measure ?" Feeling, as I do, quite strongly on subject of genuine retirement of V.I.P.s for their good as well as ours, I could almost welcome a de incursion on the emptying pockets of the taxpayer ensure to our retired statesmen and war leaders of hig rank so substantial a pension that they would have further need to "dance for their dinners." Indeed, I w rather contribute to that end than to find £500 a pensions for M.P.s who have survived fifteen years constituents' favours—a risky piece of legislation for s of them, as their constituents might withdraw th favours just in time to dish them of their pensions.

AN EXHIBITION OF DANISH ANTIQUITIES: The Danish Ambassador to London, Mr. Vincens de Steensen-Leth (left), and Sir Mortimer Wheeler, the archæologist, look at a silver cauldron, one of the objects on show at the exhibition entitled "The Vikings and Their Ancestors," at the Danish Centre in London. This was opened last week by the Ambassador. The varied items were arranged by the National Museum in Copenhagen. The exhibition closes to-day, Saturday (November 28).

The Lane Pictures—There is to be a tr of twenty years over the bitter controversy about famous Lane collection of French Impressionist other masterpieces valued at about £1,000,000. But the failure to sign a codicil, the last intention of Sir H Lane would have established the ownership in The gems of the collection, about forty pictures, wi divided into two groups, to be lent in turn for exhibi in Lane's Gallery in Dublin for two five-year periods a The question of "ownership"—the crux—remains abeyance for twenty years. Naturally, the compromi cannot please everybody. Many in Eire consider that pictures are the property of Eire. Some of the Natio Gallery Trustees (and all of them deplore the tempor loss of some of the pictures) dissented from the agreem Perhaps they were haunted by the fear that, if tw

THE BRIGHT LIGHTS OF LONDON: On a November evening, the lights of the rush-hour traffic make patterns in Queen Victoria Street, which is seen from the top of the Faraday Building. Away to the top right of the picture are New Bridge Street and Fleet Street, dominated by the spire of St. Bride's. London will be brighter than ever this Christmas. The traditional decorations of Regent Street this year take the form of illuminated chandeliers suspended over the middle of the famous, shopping street. Each chandelier, 25 ft. high, has 700 bulbs.

Years hence the relations between Britain and Eire again deteriorated, the argument that "possession is nine-tenths of the law" might operate concerning the last batch of pictures due for final return to London.

Getting Tougher—When the Lord Mayor feasted the City magnates on Nov. 12, the good cheer provided by the Mansion House chefs was as excellent and wholesome as ever, and the chief guests responded in their speeches in kind. It used to be said of that hard-working Whig Minister, Lord Althorp, that he looked more like a grazier than a statesman," and the present Chancellor appears to me rather more like a benevolent agriculturalist than a wizard of finance. He was very confident: 1959 was a year of achievement, 1960 will be a year of opportunity. But moderation in all things. If the nation goes all out to exploit the fine opportunities so get rich quick, price stability would be in jeopardy and the deadly skull of inflation will grin again. Expansion must be wise expansion. Price stability must become price reduction, and "never-never" terms of acquisition must at least become sometime-some time. The Chairman of the Stock Exchange and the Governor of the Bank also mixed warnings with confidence. Their theme was that the City must get tougher with the reckless go-getters, and the Companies' Act must be tightened up. A stranger revisiting Britain after twenty years' absence would probably conclude that in many aspects of life we are tough enough. The toughs of the jemmy and the spanner grow ever richer by sheer toughness, and a few of their City counterparts are pretty well paid for their toughness. These gentle and civilised City lights and financiers call for toughness at the top, toughness to control, not to exploit, and you and I applaud them. We could do with more toughness to-day from those who frame our penal code and administer it as well as from those who control the City's go-getters.

Birth-rate and Survival—The first play I ever saw was an amateur performance of *Old Poz* by children. The play dealt with an old professor who spent his life making positive assertions on every subject under the sun until at last he had to admit that once at last he was wrong and the play ended: "I will never be positive again—and that 's Poz." This year's Reith lecturer, Professor Medawar, who has chosen as his theme the future of *homo sapiens*, has already reached Old Poz's final state. The survival of *homo sapiens* depends on birth-rates and death-rates, and the Professor is so convinced of the fallibility of prediction that he has switched his theme to an examination of the changing processes of prediction rather than to the results. The processes, he thinks, are improving. In contrast to you and me, who suffer so much from over-population in our small, congested island, a serious lecturer on man's survival is forced to agree that world population must at any rate not decline, and the Professor is satisfied that in Britain it will not do so. He thinks we are at about the stage of "breaking even." The most recently married couples certainly look like having larger families, the marriage rate is going up and people are marrying younger, but he doesn't expect them to breed like their Victorian ancestors or pre-war parents. Clearly he does expect the upward turn to continue, therefore. I rather hope that, as his lectures proceed, he may decide that the fallibility of forecast is even greater than he supposes, and that we in Britain may survive by at any rate "breaking even."

Mr. Christ's Newsletter—The Prime Minister found time, and graciously and felicitously used it, last week to celebrate at a House of Commons party the beginning of the fifteenth year of Mr. Christ's *Newsletter*, which has continuously appeared every week to disseminate the most wholesome and pointed Tory propaganda. I fear that never will twice fifteen candles be lit by a V.I.P. to celebrate the record of another weekly Newsletter writer who, through war and peace, good times and bad, has supplied perhaps less solid, less wholesome and less convincing fare for twice and more of Mr. Christ's time-record, and at least earned the priggish distinction: "Not once late for morning school." Ah! well, Mr. Christ has something the other Newsletter-writer has not. His Conservative principles have never once been in doubt. His foot is firmly planted in the Establishment. He never wobbles, never doubts, never is so weak as to see the other side, swims breast-forward with the rising tide. And (it must be admitted) he is a master of his facts and his prose style is consistently fine and solid. For Mr. Christ is a serious publicist and he deserves his candles. I hope he may live to watch thirty burned at another party.

Te Duce, Cæsar—"Let wealth and commerce, laws and learning die, But leave us still our old nobility." So sang Lord John Manners a century ago, and his prayer was answered in good measure, pressed down. Our old nobility was suffered to survive and no penalty for that blessing was exacted by Providence. On the contrary, our wealth for ever increases, our commerce breaks new records every month, our law-givers were never so busy, and education and knowledge are being pressed forward in every sphere by every means. How Lord John must rejoice and sing in the angels' choir! So I reflected when I read that three dukes in gorgeous robes attended the introduction of a new duke to the highest chamber that makes our laws; and I have little doubt that the new recruit will adorn that chamber and perhaps increase its store of wisdom. And, indeed, Lord John has cause for rejoicing and so have we. For this blessed plot, this realm, this England, is apparently uniquely favoured. It can live in two worlds, eat its cake and have it, marry the present without divorcing the past and prolong the early Victorian era into the space age and the reign of democracy and equality. Though Mr. Pine of *Burke's Peerage* sadly warns us that at the present rate of creation, life-peers may outnumber hereditary peers in a very few years, there are still about 500 untried eldest sons waiting to assume their supreme and rightful duties of making our laws. We are a great and wonderful people. Where shall we look for such another outside Wonderland?

Prison-breaking and Debt—A West Country reader, writing to me to correct a spelling mistake, supplied me with an interesting explanation of why prisoners who are very near the end of a long sentence, sometimes take all the risks of a break-out. It was that betting and the racket in tobacco in some prisons may bring a prisoner badly in debt to the racketeers among the convicts with very uncomfortable results. The local "rule" in a prison from which escape is very difficult, is that if the escaper can evade capture for as much as 48 hours, his debts are purged and their consequences remitted. It may be so or it may not. I give it for what it be worth. Such attempts to escape at the end of a long sentence invite an explanation, and this is as good a one as I have heard.

THE OLD STAGER

THE CHRISTMAS NUMBER

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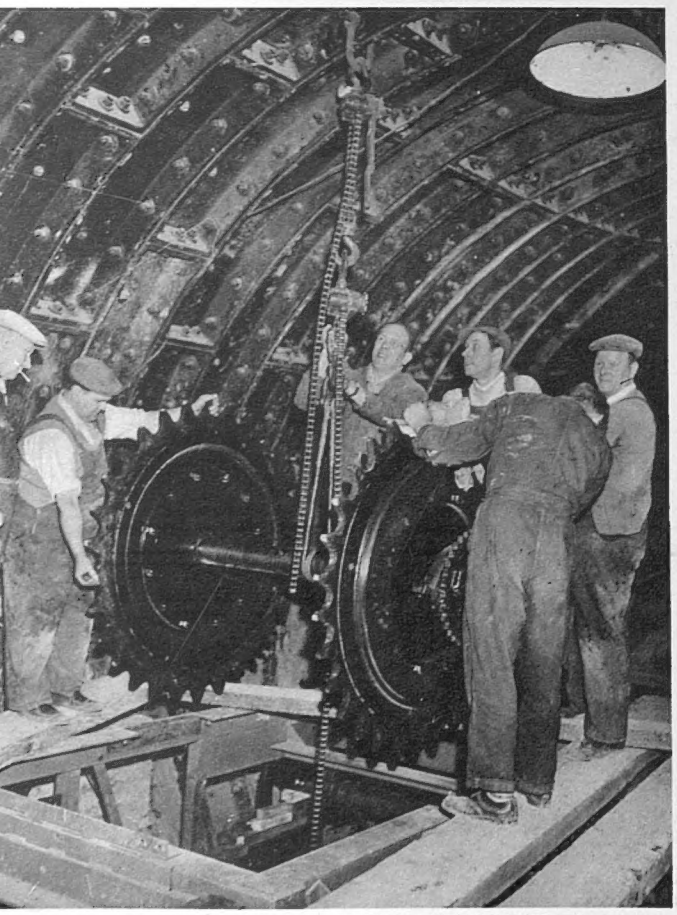
It is not too late to place your order now as there is still time to catch a number of overseas mails. There are many pages in full colour, including a new reproduction of "Cherry Ripe," Millais' famous painting which had a sensational success when it was first published in 1880 in *The Graphic* (now incorporated in THE SPHERE); the Court life of the Sun King by William McLaren; colour photographs of the Royal Ballet and a charming Renoir. In black and white is a fine painting by Montague Dawson; articles by W. Macqueen-Pope and George Speaight; and the work of a number of well-known artists.

LONDON'S TRAVOLATOR

Building an Underground Moving Pavement

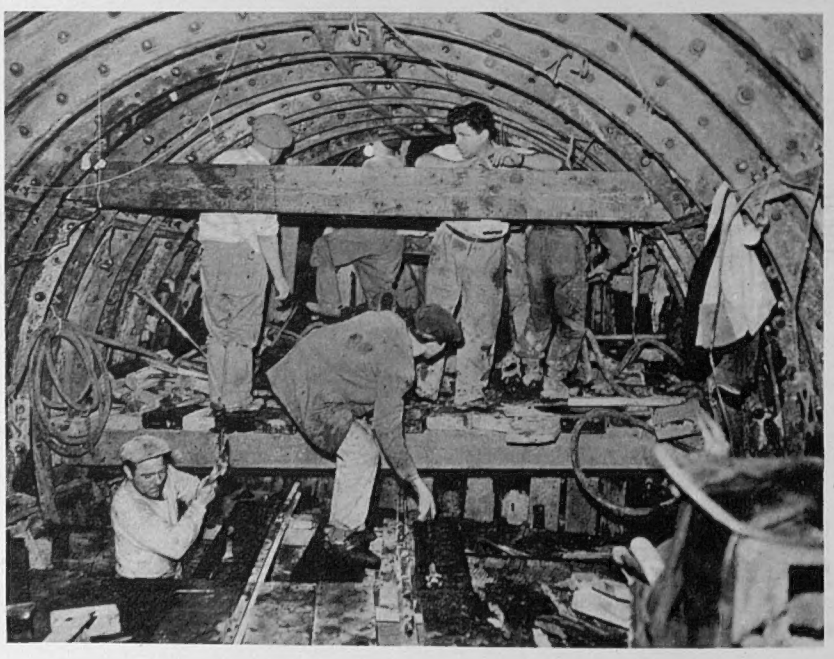
WORK ON THE LONDON TRAVOLATOR: The engineers are engaged on the final stages of the construction of the tunnel housing the moving platform which will connect the Bank platforms of the Waterloo-City Line with Bank Underground Station.

The tunnel which will house Britain's first moving pavement the travolator, is nearing completion, but it is not expected that the moving pavement itself will begin operating before August next year. The tunnel connects the Bank platforms of the Southern Region's Waterloo-City Line with the London Transport Bank Underground Station. It is 300 ft. long and runs parallel with the " drain "—the subway which is at present used by passengers. The travolator has been designed to deal with the crush of passengers which daily fills the " drain." The " drain " itself will be redecorated and kept in use for those who wish to go in the opposite direction to the main flow. Other work going on in connection with the travolator is the building of a new booking hall and a subway to it from Poultry. Between eighty and ninety men are employed on the project and work goes on twenty-four hours a day.



MACHINERY FOR THE MOVING PLATFORM: The huge cog-wheels, which will help to drive the travolator, are lowered into position inside the new tunnel.

INSIDE THE " DRAIN ": The long tunnel is the present connecting link between the Southern Region's Waterloo-City Line and the Bank Underground Station. During peak hours 800 people per minute walk through the subway, which takes about 40,000 people a day. The new tunnel, which will house the travolator, runs parallel with the " drain." When the travolator begins operating next autumn, the " drain " will be used by passengers who are going in the opposite direction.



On left—
ANOTHER PART OF THE PROJECT: Workmen are proceeding with the construction of the subway which will connect the new Poultry entrance to the travolator with a new booking hall at the end of the moving platform. The tunnel is lined with cast-iron girders.

TWO DOMESTIC ENGAGEMENTS IN THE LIFE OF A DOMINANT INTERNATIONAL FIGURE: *Above*—President de Gaulle arrives for a visit to the National Government School in Paris. Flanking him are M. Debré (right), the French Prime Minister, and M. René Cassin, Vice-President of the French Council of State. *On left*—Escorted by M. Segala, Director-General of the French Railways, General de Gaulle walks along a platform at the Gare de l'Est in Paris to travel to Belfort to begin a tour of Alsace.

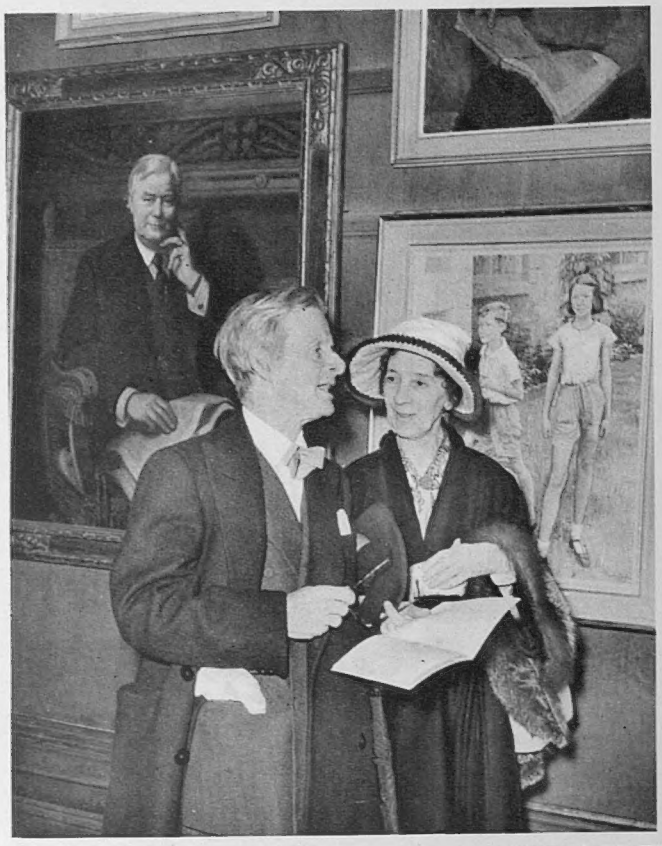
De Gaulle in Paris and Alsace

A Visit to a School in the French Capital; and a Provincial Tour

In spite of his preoccupation with high matters of State, both domestic and international, President de Gaulle regularly finds time to make visits to various parts of France. Last week he spent four days in Alsace. While the President was on tour, M. Debré, the Prime Minister, was speaking on France's Defence Budget in the National Assembly in Paris. Among the important aspects of the measure is the increase of credits (almost doubled on the past year) for the nuclear effort. Most of this, it is supposed, will go towards the cost of the French atomic bomb, which is believed to be near completion. Fifty jet bombers capable of carrying atomic bombs are to be constructed and a considerable sum is set aside in the Budget for research into ballistic missiles.

In Algeria it is calculated that about 500,000 men will continue to be stationed there throughout the coming year. This means that half the effective French military strength will be engaged in North Africa. Of the other 500,000 men, four-fifths will remain in France.

For some time de Gaulle has been proclaiming that France must depend on herself for her defence, even though she is a member of NATO. Such a view is yet another example of the President's determination to restore his country to the position of a first-class power. In recent weeks he has certainly appeared to hold a dominating influence in the numerous international exchanges regarding the Summit. Up to the end of last week at any rate, it seemed accepted by the other Powers concerned that the top-level meeting could not be held until next April or May at the earliest, that is, after Mr. Khrushchev's visit to France and General de Gaulle's visits to Britain and America. (Summit preparations and Dr. Adenauer in London, see pages 354-355.)



VISITORS TO THE EXHIBITION: *Left*—The President of the Royal Academy, Sir Charles Wheeler, with his wife, discusses some of the paintings at the annual exhibition of the Royal Society of Portrait Painters at the Royal Institute Galleries in London. *Right* is a view of one of the galleries at the exhibition.

PORTRAITS ON SHOW

The Annual Exhibition of the Royal Society of Portrait Painters

The sixty-sixth Annual Exhibition of the Royal Society of Portrait Painters opened last week at the Royal Institute Galleries, in Piccadilly, London. It will stay open until December 19. Perhaps the central features of the collection are the Royal portraits, Edward Halliday's picture of Queen Elizabeth, Leonard Boden's portrait of the Duke of Edinburgh in Highland dress, and Mrs. Wheatley's painting of the Duke. The last has a crowded background illustrating all the varied aspects and interests of Prince Philip's life. Polo players, miners, children and South Sea islanders jostle each other, symbolising his interest in sport and industry and his world tours.

The Duke asked that a golden Labrador, one of his shooting dogs at Sandringham, should be painted in at the front. The large picture was commissioned by Mr. Emile Littler to hang in the Palace Theatre in London to partner the portrait of the Queen he commissioned four years ago. Although many of the art critics who visited the exhibition expressed criticism of the works on view, the portraits of people from many different walks of life showed a high level of technical facility.

IN FRONT OF A ROYAL PORTRAIT: Two visitors to the exhibition of portrait painters look at the picture of the Queen which was painted by Edward Halliday.

IN HIGHLAND DRESS: Mr. Frank Salisbury (left) and Mr. Leonard Boden discuss Mr. Boden's portrait of the Duke of Edinburgh in the uniform of the Queen's Own Cameron Highlanders, of which he is Colonel-in-Chief. The picture was commissioned for the Officers' Mess at Sandhurst.

On left—

ON SHOW: In the centre of the portraits is the picture of the Duke of Edinburgh painted by Mrs. Grace Wheatley. It has a vivid background designed to illustrate all the aspects and interests of his life. Prince Philip asked for a golden Labrador, one of his Sandringham shooting dogs, to be painted in the front.

THE NEWS IN PICTURES

A DISCUSSION ON DEFENCE IN THE MIDDLE EAST: In the royal palace in Teheran are, from the left: the Shah of Persia, General Ayub Khan, the President of Pakistan, and Mr. Menderes, the Prime Minister of Turkey. The last-named had travelled to the Persian capital while President Ayub was there on his State visit. This enabled the three Moslem members of the Central Treaty Organisation (formerly known as the Bagdad Pact) to have talks about questions of regional defence. Turkey and Persia border on Russia, and Pakistan must always be watchful of Russian intentions in Afghanistan. In his recent speech to the Supreme Soviet, Mr. Khrushchev abused the Central Treaty Organisation and accused Turkey of being an arsenal "filled with foreign missiles."

THE CONFERENCE OF THE "OUTER SEVEN": Mr. Heathcoat Amory and Mr. Reginald Maudling (left) sit at a Press conference at London Airport. The Chancellor of the Exchequer and the President of the Board of Trade were leading the British delegation flying to Stockholm for the meeting of the European Free Trade Association (E.F.T.A.). This organistion consists of the so-called "Outer Seven"—Britain, Austria, Switzerland, Portugal, Norway, Sweden and Denmark—as opposed to the "Six" Common Market countries of France, Italy, West Germany, Belgium, the Netherlands and Luxemburg. The Stockholm meeting had assembled to initial the convention establishing E.F.T.A.

On right—

THE PRIME MINISTER OF SOUTHERN RHODESIA IN LONDON: Sir Edgar Whitehead is seen while answering questions at a Press conference. He said that his Government was seeking to create a partnership of Black and White in his country and insisted that there was no race barrier to entry into the civil service or any other profession, provided applicants reached the requisite standard of education. Sir Edgar was in London for talks with the British Government.

TROUBLE IN THE BELGIAN CONGO: Steel-helmeted policemen escort a Bahutu tribesman, arrested during the fighting between the Watutsi tribe and the Bahutus in Ruanda-Urundi. Belgian aircraft transported 100 troops and equipment last week to serve as replacements at the Kamina base in the Southern Congo for parachutists sent to Ruanda-Urundi. The Belgian Ministry for the Congo announced that two Watutsi sub-chiefs had been arrested on being implicated in the murder of a Bahutu leader and his family.

CONSPIRACY TRIAL IN SUDAN: Members of a military court assemble in Khartoum. They are, from left: Lieut.-Colonel Ibrahim Elbour Eddahab; Brigadier Mohammed Ahmed Ettiganni (the President); and Lieut.-Colonel Yousif Eljack. Before them were a number of officers and ex-officers accused of attempting to start a mutiny at the Infantry School in Omdurman earlier this month. The leader of the alleged conspiracy was stated to be Colonel Ali Hamid. Government announcements stated that the plot was quickly put down and all those concerned arrested. In a speech last week marking the celebration of a year of Army rule in Sudan, General Abboud, the Sudanese President, referred to the activities of "destructive elements" in the country.

AN AMERICAN AWARD FOR THE SECRETARY-GENERAL OF NATO: M. Spaak (left) receives the annual Freedom Award from Governor Nelson Rockefeller at a dinner in New York marking the eighteenth anniversary of Freedom House, an association for propagating the principles of freedom. M. Spaak has held his post with N.A.T.O. since 1957.

THE NEWS IN PICTURES

WORLD FAIR IN NEW DELHI: Indian men and women are at work on the construction of the American Pavilion for the World Agricultural Fair. In the background are some of the forty gilt domes which are expected to make the U.S. building the most spectacular of the show.

AT WORK ON THE AMERICAN PAVILION FOR THE NEW DELHI FAIR: Indian workmen form chains on ladders to handle sandbags in the building of the American Pavilion. Some 2,000 workmen and an indefinite number of women and children are engaged on the work, which will cost almost £1,000,000. The pavilion will be opened by President Eisenhower on December 11 when he is in India on his world tour. The U.S. President will leave Washington on December 3 and will visit Rome, Ankara, Karachi and Kabul before his arrival in New Delhi.

On right—

REFUGEES FROM AFGHANISTAN: A long caravan of camels of the Mangal Pathans moves across the border from Afghanistan into Pakistan. Some 3,500 of the tribesmen from the North-West Frontier camped in the Kurram Tribal Agency in Pakistan, having left their lands as the result of measures by the Kabul Government. It was reported that the tribesmen fled after a firman, which had granted them special rights, including the carrying of firearms, had been withdrawn. There were also reports that the situation of the tribesmen had been made intolerable as the result of Russian military activity.

STUDENTS DEMONSTRATE IN NEW DELHI: Shouting and bearing banners, Indian students stage a protest in the Indian capital. They were demanding the dismissal of Mr. Krishna Menon, the Indian Defence Minister, and the recasting of Indian defence policy. The students marched to the residence of the Indian Prime Minister, Mr. Nehru, before being dispersed. Mr. Menon, widely criticised throughout the country for his policies, recently resolved his differences with the Indian Chiefs of Staff who threatened to resign after the ambushing of Indian policemen at Ladakh.

IN THE WAKE OF TYPHOON "EMMA": A street of Naha, Okinawa, is cluttered with debris after the typhoon which swept across the island. Winds of 100 m.p.h. were accompanied by torrential rains and serious flooding was reported. In some streets in the heart of the town of Naha water ran 6 ft. deep, hindering rescue workers. Damage was estimated at thousands of pounds. It was reported that two people had been killed and hundreds of others injured. More than 350 houses were destroyed.

A DISASTER IN THE ALPS: Rescue workers search among the ruins of two buildings which were buried beneath an avalanche near Livigno, in Northern Italy. Seven men at the end of last week were known to have been killed in the disaster and several others were missing. The buildings were the accommodation for workmen of the Municipal Electric Authority of Milan. Livigno is in the province of Sondrio, near the Swiss border. There have been heavy snowfalls in the district recently.

THE NEWS IN PICTURES

A BLOODSTOCK SALE AT EPSOM: Buyers and spectators watch as a horse is paraded round the ring at Tattersall's sales at Tattenham Corner, Epsom, Surrey, on Monday of last week. The sales, which were the first to be held by Tattersall's at Epsom, realised a total of 19,725 guineas. The figure included private sales. Altogether there were 114 horses sold, among which Bronze Sovereign, a two-year-old colt, fetched the top price of 2,000 guineas. It was bought by Mr. K. Cundell, who also bought the colt King's Rock.

THE LORD MAYOR'S BANQUET: A general view of the top table at Guildhall, London, shows Mr. Macmillan making his speech on foreign affairs. On the Prime Minister's right are Sir Edmund Stockdale, the new Lord Mayor of London; Sir Harold Gillett, the retiring Lord Mayor; Lady Dorothy Macmillan; and Dr. Fisher, the Archbishop of Canterbury. On Mr. Macmillan's left are Lady Stockdale and Viscount Kilmuir, the Lord Chancellor. The banquet was held on Monday of last week. In his speech, which traditionally deals with important foreign affairs topics, the Prime Minister said he envisaged a series of Summit meetings to reduce world tension and gradually resolve problems. He stated that at the coming meeting in Paris with other heads of Western Governments he hoped to discuss the "adjustment of the European scene." Mr. Macmillan emphasised the need for a closer economic association in Europe.

COMETS FOR BRITISH EUROPEAN AIRWAYS: The first two de Havilland Continental 4B jet airliners are handed over to B.E.A. at a ceremony at Hatfield, in Hertfordshire. From left are Mr. A. Milward, Chief Executive of B.E.A.; Lord Douglas of Kirtleside, Chairman of B.E.A.; Sir Aubrey Burke, Chairman and Managing Director of the de Havilland Aircraft Co. Ltd.; Sir Geoffrey de Havilland (nearly hidden); Lady Burke; Lady Douglas; Mr. J. D. Pearson, Chief Executive and Deputy Chairman of Rolls-Royce Ltd.; Mr. R. E. Hardingham, Chief Executive of the Air Registration Board; and Lady de Havilland. The Comets were the first of a fleet of seven ordered by B.E.A. for services across Europe and to the Middle East. The Continental Comet 4B, designed for short- and medium-range operation, can accommodate either 86 or 102 passengers.

A LEGAL TRIO: From the left are Judge Aarvold, Sir Anthony Hawke, and Judge Maxwell Turner at the Central Criminal Court, in London. Judge Aarvold, who is the new Common Sergeant, and Sir Anthony Hawke, formerly the Common Sergeant and now the new Recorder of the City of London, in place of Sir Gerald Dodson, were welcomed at a ceremony, at the court, to their "high offices." It was the first time for twenty-two years that such a ceremony had been held. Recently appointed to the Bench, Judge Maxwell Turner was sitting for the first time as Judge of the Mayor's and City of London Court.

THE NEW LIFE PEER TAKES HIS SEAT IN THE HOUSE OF LORDS: Lord Morrison of Lambeth and his wife are accompanied by the new peer's sponsors, Lord Taylor and Baroness Wootton of Abinger (right), as they arrive at the Houses of Parliament for the short ceremony in the Upper Chamber. Several M.P.s watched from the gallery as the new peer was introduced. At the end of the ceremony Lord Morrison shook hands with the Lord Chancellor and left the chamber amid cheers from both sides of the House. Lord Morrison, who as Mr. Herbert Morrison first entered the Commons as the Member for South Hackney in 1923, received his life peerage at the Dissolution of the last Parliament. In his long association with the Labour Party in the House of Commons he has served in a number of Ministerial posts.

b

THE NEWS IN PICTURES

DR. FUCHS IN EAST GERMANY: The nuclear scientist, who served a long term of imprisonment in Britain, sits at his desk in Dresden in the office of the East German Central Institute for Nuclear Physics, where he has been appointed a Deputy-Director. In his lapel he wears a badge of the East German Communist Party. Klaus Fuchs, a senior British atomic research physicist, was sentenced to fourteen years' imprisonment in 1950 for offences under the Official Secrets Act. Earning full remission, he was released last June. He went to East Germany, and was granted citizenship. His British citizenship was withdrawn in 1951.

A GERMAN WAR MEMORIAL. Boys and girls hold urns containing earth from the graves of unknown soldiers at a ceremony in Jügesheim, near Frankfurt-on-Main, in West Germany. The occasion was the unveiling of a new war memorial which takes the form of the bronze figure of a woman kneeling. The sculpture is the work of Knud Knudsen, of Berlin. The earth contained in the urns had been brought from war graves in many parts of Europe.

ELECTED TO THE ACADEMIE FRANCAISE: At the famous society in Paris, M. Jean Rostand, the distinguished biologist, read his speech to his fellow members. On his right is M. Georges Duhamel, an elder statesman of French literature, and on M. Rostand's left, M. Jean Cocteau, a member of the Académie since 1955. The biologist was elected in succession to the late Edouard Herriot.

On left—

INVESTIGATING THE INVASION OF TIBET: The Dalai Lama (left) discusses the situation in his country at the legal enquiry committee set up in Delhi by the International Commission of Jurists. In a White Paper on the exchanges between India and China in the last two months, the Indian Government last week accused China of holding in custody in Tibet 16 lamas from monasteries in Ladakh.

GROCERY PRICE WAR IN PARIS: In the new Leclerc centre in the Paris suburb of Issy-les-Moulineaux, M. Edouard Leclerc (left) explains his system of price reduction to a customer. At the Press conference at the inauguration of the shop last week, uproar broke out. While M. Leclerc was endeavouring to explain his system of buying groceries from the producer and selling them at or below wholesale price, he was repeatedly heckled by M. Vignaud, the chairman of the French Grocers' Union. M. Leclerc replied that it was people like his heckler who supported the antiquated French distribution system and thus kept prices up.

RECORD BIDS AT THE CENTENARY OF A FAMOUS WINE AUCTION IN FRANCE: Arrivals for the annual sale of wine in Beaune, in the fertile vine district to the south of Dijon, walk below an archway of baskets. Barrels are stacked on the pavements on each side of the street. Record prices were paid at the auction, which this year was a hundred years old. Bids totalled the equivalent of £128,000. This was three times more than the previous record for bids, established in 1957. Local charities, including a hospital and an orphanage, benefit from the auction through contributions from the vineyard owners and wine-makers.

World Affairs

ISLAM AND DEMOCRACY

By JOHN CONNELL

RENEWED but not particularly tenacious efforts are being made to re-establish diplomatic relations between the United Kingdom and the United Arab Republic. King Hussein of Jordan has set off on one of his strenuous diplomatic holidays in Europe. General Kassem lingers enigmatically in hospital, building up (we are told) "a new personality" after the attempt to assassinate him. And that wonderfully martial figure, Field-Marshal Amer, is consolidating his satrapy in Damascus.

I sometimes suspect that many of us, when we consider the Arab, indeed the whole Islamic world, are in some danger of failing to see the wood for the trees. There are many specialists in various countries, and on individual aspects of individual countries; we are all timorous of drawing any general conclusions or even of framing any questions in general terms. Yet impressive as it is to have at one's fingertips all the details about the changes in land tenure effected in Egypt since 1952, or to be fully briefed about the current state of Kassem's relations with the Communist Party in Iraq, I myself harbour a certain anxiety about losing sight completely of certain matters of fundamental importance.

We in the West grope after understanding of the processes and patterns of Oriental thought; and, it seems to me, it is a long time since our groping was as perplexed and myopic as it is now. Almost all our traditional channels of information have dried up, and for all the rapid hithering and thithering of delegations of all kinds, our contacts with close on a score of independent nations in the vast segment of territory between North Africa and the Indonesian archipelago are slight, ephemeral and uncommunicative.

For example, what do we really know about one particular phenomenon, which is common to almost all the Islamic nations—the collapse or abandonment of any system of Parliamentary democracy? This seems to me of more than local or transient importance. Some time ago I ventured to suggest at Chatham House that it was a theme worthy of study, was slapped down by the Arab experts and retired hurt. However, I have continued my own inexpert meditations upon it, because I believe that, if we could discover and examine its real causes, we might—in the whole vast tangle of relations between ourselves and the Afro-Asian peoples—be on the way to mapping at least part of the wood, instead of scuffing around at the bottom of one or two rather barren trees.

One of the most widespread illusions accompanying (indeed sustaining) the great imperialist withdrawal of the past fourteen years has been the belief that democratic institutions (on the most advanced and enlightened Western pattern), democratic principles and the democratic way of life were all firmly rooted in the nations which clamoured for and obtained political independence. In the early stages of the withdrawal to describe this as an illusion, and to attempt to draw attention to some of the infelicitous consequences which adherence to it might bring about, was to commit a sin amounting almost to blasphemy. Nowadays even the Colonial Bureau of the Fabian Society has learned something from experience—but very belatedly.

I once, in the bad old days, watched a State Opening of the Egyptian Parliament by King Farouk. The Egyptians are great hands at putting on a show; but behind all the careful, elegant flummery, it was not difficult to discern a total hollowness, at once ridiculous and menacing. Nasser's revolution swept away this preposterous charade, and much as I dislike many aspects of Nasser's regime, this consequence of his *coup d'état* seems to me not only explicable but praiseworthy. Egypt's had been one of the first pseudo-Parliamentary democracies to be established in an Islamic country, on more or less the British pattern; it was among the first to go.

Almost without exception the pseudo-Parliamentary democracies have been replaced by military dictatorships. It is not without interest to trace the steps by which this transformation has been effected in, let us say, the typical—though, as it happens, imaginary—Islamic State of Baristan. Baristan is new in the sense that it achieved independent nationhood only just over a decade ago; if you look at a pre-1914 map of these parts, you will search in vain for Baristan; all you will find is a *vilayet* of the Ottoman Empire, named after the large, ramshackle, unsalubrious port and slaving centre of Damsha, which is now its capital.

The majority of its people speak Arabic and think of themselves as Arabs. Until the First World War its small, and decadent, upper-class, having been educated in Paris, Cairo or Istanbul, spoke French as their first language, Turkish to their overlords and Arabic to their slaves. Nowadays all classes are fervent Arab nationalists, and all other languages than Arabic are denounced as among the sinister lingering influences of imperialism.

Some years before the outbreak of World War I oil was discovered in the foothills of the Barighash Mountains, which rise in a massive tumble of still unexplored peaks and ranges, stretching far back, north-eastwards into central Asia. During World War I Britain fought a series of inefficient and wasteful campaigns to liberate the Barini from the hard yoke of Ottoman imperialism. A certain Brigadier Snodgrass, who was a Sapper and a Plymouth Brother, performed in the company of a small group of Barini followers prodigies of valour in the final campaign, and single-handed captured the excessively holy city of Snaftba, shattering two Turkish armies in the process. He was awarded the C.B.E.

He turned Muslim, and lived for many years in rather well-publicised seclusion in a big house on the outskirts of Snaftba. Even now, in the more remote villages, you can encounter hirsute and slightly lachrymose old buffers who, with trembling hands, produce soiled and creased little pieces of writing paper, signed by Brigadier Snodgrass and promising the bearer a large monetary reward for his devoted services to the King-Emperor. "Snodgrass Pasha," you are assured, as you sip your black, bitter coffee, "Snodgrass Pasha great man, great friend of the Barini, great friend of the noble Arab nation."

The events of the next thirty years are dismally familiar to all students of Middle Eastern affairs; the Mandate for Baristan conferred on Britain by the League of Nations; the long and, on the whole, prosperous reign of King Jamal; the Sunni-Shia riots of 1923; the establishment of the Barini British Oil Company, ordinarily known as B.B.O.; the Sunni-Shia riots of 1931; the rather stormy passage of the heir to the throne, H.R.H. the Prince Asmi, through Harrow, Chillon College and Sandhurst, and his infelicitous marriage to the film actress, Miss Dawn Calhoun, who turned out to have a cosy old Jewish poppa and momma living in Brooklyn; the consolatory, if not very appropriate, award of the K.T. to King Jamal ("Because," as the Foreign Secretary of the period observed morosely, "we haven't enough damned Garters to go round"); the Anglo-Barini Treaty of 1937, perhaps the high-water mark of this epoch, with its guarantee to the Barini of a perpetual cut of 15 per cent. on all oil revenues, and its guarantees to the British of complete control over all airfields, ports and international communications in any time of emergency.

During World War II there was the dramatic episode of the Snaftba Rising, lavishly supported by Italian and German cash, and suppressed without much difficulty by one undermanned and ill-equipped Indian Division. The ageing King, though he had to be hustled temporarily out of the country and aboard a British destroyer for his own safety, remained loyal to the British connection; but with his death shortly after the war's end, and the accession of King Asmi, the atmosphere changed.

The politicians of the old King's entourage, the Pashas with the K.C.M.G.'s and the sophisticated manners, were outdated. A new generation, a new and power-hungry middle-class, had arisen, seething with anti-foreign and anti-feudal sentiments. The abortive attempt to negotiate a new Anglo-Barini Treaty ended in three days' fierce rioting in Damsha, the sacking and looting of British banks, shops and clubs, the abdication of the King, and the emergence of Major-General Ibrahim Majid as the country's "strong man."

The Parliament, which had won the lavish praise of British constitutional theorists, was abruptly and permanently dissolved, and a junta of youthful captains and colonels became General Majid's Ministers, the most prominent among them being Colonel Ali Aziz, the Minister of Defence and Home Security. When, after the sudden and forcible "nationalisation" of B.B.O., Colonel Aziz also became Minister of Fuel and Power, it was not difficult to predict what would follow. The "imperialist stooge and traitor," Majid, has lately been hauled out of prison to stand his trial before the People's Court. President Field-Marshal Aziz has been on a State visit to Moscow; Russian, Chinese and Czech delegations throng into Damsha every other week. The airfields and military installations which Britain built under the provisions of former treaties are now occupied by Barini troops, with Russian equipment and Russian arms, and trained and led in accordance with Russian principles.

The poor are poorer and hungrier even than they were before. Five-Year plans abound, but the country is on the verge of bankruptcy. Damsha grows bigger, noisier and more squalid every year. Religion is said to flourish, but the Communist Party becomes stronger and more intransigent every month. Ninety-seven of Aziz's former brother-officers, including eleven Ministers, are now awaiting trial before the People's Court on charges of treason and conspiracy against the State.

Such is the state of my imaginary Baristan to-day. Such, in essence, is the state of many another real Islamic country. Some dictatorships may be more benevolent, and more efficient, than others. Some may be less under Communist influence. But in them all the pretence of democracy has been abandoned. Islam, in a social and a spiritual sense, is a truly democratic faith and way of life. Politically, what has gone wrong? Is it too late to ask this question, and to try to find a remedy?

DIPLOMATIC RELATIONS WITH THE UNITED ARAB REPUBLIC: Galal Ezzat, the new U.A.R. Ambassador to the Vatican, is escorted through the Vatican to present his credentials to Pope John. Other news concerning the U.A.R. last week included reports of talks being held in Cairo on the resumption of relations with Britain at the chargé d'affaires level.

TOWARDS THE SUMMIT?

Dr. Adenauer's Visit to London to Improve Anglo-German Relations in the Preparations for the Big Four Conference

A FURTHER STAGE IN BRITAIN'S SUMMIT PREPARATIONS: Dr. Adenauer comes out from Victoria Station with Mr. Macmillan, who had met the train bringing the West German Chancellor to London from Gatwick Airport. On the left are Mr. Selwyn Lloyd and Herr von Herwarth, the West German Ambassador. *On left*—The Chancellor and Mr. Macmillan clasp hands inside No. 10, Downing Street, before the first of their talks to smooth out Anglo-German differences and discuss Summit policy.

THE WEST GERMAN CHANCELLOR'S ARRIVAL IN BRITAIN: A guard of honour of the Royal Air Force presents arms at the airport at Gatwick and Dr. Adenauer stands in front of the Lufthansa Viscount in which he had flown from West Germany. Standing third from the left in front in the group on the right is Mr. J. D. Profumo, Minister of State at the Foreign Office, who welcomed the guest to Britain on behalf of the Government. From Gatwick the Chancellor went by train to Victoria and very soon started talks with Mr. Macmillan

DOWN TO BUSINESS: In the conference room in Downing Street Mr. Selwyn Lloyd sits on the extreme left, with Mr. Macmillan next to him. On the other side of the table Dr. Adenauer talks with Herr von Herwarth. In the background behind the table is a soundproof box for the interpreters. At the end of the first day's conversations, a Foreign Office spokesman declared the talks had been "easy, affable, outspoken and intimate." West European economic questions as well as the Summit were reported to have been discussed.

It is almost precisely a year ago that Mr. Khrushchev delivered his ultimatum on Berlin, demanding the withdrawal of the Western Powers from the West sectors of the city so that they could become a "Free City." The West soon recognised that this was a manœuvre on the part of the Soviet Premier so that he could reopen negotiations for the Summit, which had been broken off by Russia at the orders of China a few months previously. Early this year Mr. Macmillan and Mr. Selwyn Lloyd began new developments when they visited Russia. This set the course again towards the Summit.

In recent weeks, America, Russia and France have appeared to be largely concerned with Summit generalities. Britain, having for long accepted the desirability of the top-level meeting, has turned to details. In Whitehall it was recognised that before the leaders of the Western powers meet in Paris next month to decide on lines of Summit policy, certain actions could be taken to tighten the Western Alliance. With this in view, the week before last, the Foreign Secretary went to Paris for talks with French Ministers. From all accounts the conversations resulted in a closer Anglo-French accord.

Last week the focus was on Anglo-German relations. Dr. Adenauer came to London. On the first day of his visit the talks were reportedly "easy, affable, outspoken and intimate." On the second day progress had been considered so good that a meeting between Mr. Macmillan and the West German Chancellor was cancelled. Instead Mr. Lloyd and Herr von Brentano, the West German Foreign Minister, engaged themselves in dealing with particular points. However, when the heads of Government resumed their talks, at Chequers, it was clear there were still areas of difference.

A SOCIAL OCCASION: The Chancellor is with Mr. Duncan Sandys, the Minister of Aviation, during the Anglo-German ball at Grosvenor House in Park Lane. Dr. Adenauer had gone there after attending a dinner given in Downing Street by Mr. Macmillan.

A CHAT WITH FIELD-MARSHAL ALEXANDER: Another picture of the Anglo-German ball. One engagement on Dr. Adenauer's first day in London had to be postponed. This was his call on Sir Winston Churchill, who was indisposed. But it took place on the next day.

DANCER WITH HER LEFT ARM RAISED: It was drawn in pastel on grey paper by Degas.

THE AUCTIONEER: Mr. Peter Wilson, the Chairman of Sotheby's and the auctioneer of the collection of Impressionist paintings, holds the catalogue of the sale. This was held last Wednesday at the saleroom, in London. Left is the painting of "Te Tiai Na Ve I Te Rata" (I await the letter), painted by Gauguin in 1899 in Tahiti. Behind Mr. Wilson is Cézanne's remarkably fine study of a peasant in a blue jacket, painted during the period 1895-1900. Four important Cézannes were on sale.

SOLD IN LONDON

Some of the Paintings from the Sale of Impressionists at Sotheby's

At Sotheby's, in London, last Wednesday, one of the largest collections of Impressionist paintings and drawings to be sold at one time was auctioned. Art dealers from all over the world gathered for the sale, which was regarded as one of the most important to be held in London. In recent years the value of paintings from the French Impressionist period has increased enormously, and at the sale last week were particularly fine examples of the work of Cézanne, Gauguin, Van Gogh, Monet, and Renoir. There was also an early period gouache by Picasso, a small painting, entitled "The Statue of Diana in a Park," by the Douanier Rousseau, and a study of "The Death of Ophelia," one of the group of Hamlet pictures painted by Eugène Delacroix.

Of the four important works by Cézanne, who appears to have become the most valuable of the Impressionists, perhaps the most impressive were the study of a peasant, which came originally from the collection of the Paris art dealer, Ambroise Vollard, and "La Voûte" (the arch) painted between 1866 and 1870. Included in the sale were works by the succeeding generation of artists after the Impressionists, Braque, Rouault, Matisse and Modigliani. There were also a number of fine examples of the paintings of Sisley, Corot, Toulouse-Lautrec, Courbet, Fantin-Latour and Boudin. Many of the pictures came from America to be sold.

On left—

PORTRAIT OF JEANNE HEBUTERNE: It was painted by Modigliani in 1918 at Nice and is signed by the artist.

Below—

VENICE: This view of San Giorgio Maggiore from the Bacino was painted by Monet in 1908 and is signed by the artist.

HARLEQUIN'S FAMILY: It is a gouache study in deep blue and pink by Picasso. Painted in Paris in 1905, the picture uses as models artistes from the Cirque Medrano. The finely drawn study dates from Pablo Picasso's early period.

A LARGE BASKET OF SUMMER FLOWERS: Measuring 25¼ ins. by 31½, this flower study was painted by Renoir. It is signed and dated '90.

BRIDGE OVER THE SEINE AT ASNIERES: The picture was painted by Van Gogh in 1887, three years before his death. In blue, green and pinks, the painting is dominated by definite horizontal brushstrokes.

BRITAIN'S LATEST AIRCRAFT-CARRIER IN THE ENGLISH CHANNEL: H.M.S. *Hermes* steams off the Isle of Wight. The picture was taken shortly after she was handed over by her builders, Vickers-Armstrongs (Shipbuilders) Ltd., of Barrow-in-Furness, to join the Fleet. The ceremony took place twenty miles off the Isle of Wight in open water, as naval tradition decrees. Mr. L. Redshaw, shipbuilding General Manager of Vickers-Armstrongs, represented the building company and Captain D. S. Tibbits, the Commanding Officer, signed the acceptance papers on behalf of the Royal Navy. *Hermes* is the seventh new British carrier since the war and is the most modern ship of her type afloat. In many respects she is an improved version of H.M.S. *Victorious*, although with 22,000 tons displacement *Hermes* is smaller. She has also a number of innovations, including her own liquid oxygen plant for supplying high-altitude flyers and a system of remote control of equipment in the boiler-room and the engine-room. The latter allows the ship's company to be sealed off in an area described as "the citadel" so that the vessel can be steamed safely through atomic fall-out. *Hermes* was due to be commissioned on Wednesday of this week (November 25). After a short shakedown cruise she is expected to leave for Gibraltar. Most experts regard the ship as the last conventionally-powered carrier to be built for the Royal Navy. Her cost has been around £20,000,000. The future of aircraft-carriers in the age of nuclear warfare is highly controversial. Any constructed would presumably be atomic-powered. The cost of such ventures might well prove prohibitive. The United States Navy's first nuclear carrier *Enterprise*, now building at Newport News, is reportedly costing at least £53,500,000.

"HERMES" JOINS THE NAVY

The Handing-over to the Fleet of Britain's new Aircraft-carrier, Which is the Most Modern of her Type Afloat

A COMFORTABLE SHIP: Captain D. S. Tibbits sits in his chair on the bridge of *Hermes* during her trials. He has under his command 188 officers and 1,643 ratings, all provided with most comfortable living quarters.

EXAMPLES OF BRITISH SKILL AND INGENUITY: H.M.S. *Hermes* has radar equipment giving simultaneously height, bearing and distance of attacking aircraft; two steam-catapults; a flight-deck angled to 6½ degrees; and improved mirror-landing aids. All these devices are British inventions.

AN EPSTEIN MEMORIAL

A Proposal for the Future of the Great Sculptor's Studio

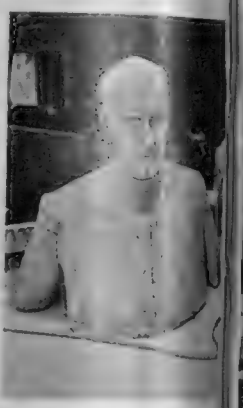
The workroom of a great artist in any medium is always an object of particular interest. In the home of a composer instruments and perhaps original scores can be seen; in that of a writer manuscripts and probably a desk or table at which the author created his masterpieces. The painter is not so well placed for a personal memorial because his canvases are usually distributed throughout the world, and so, very often, are his sketches. The work of a sculptor also goes to public or to private ownership, but it is possible to retain the casts of the sculptures. It is presumably with this in mind that Lady Epstein has conceived the idea for a splendid memorial to her husband, Sir Jacob Epstein, who died on August 19 this year.

It is proposed that the casts of many of the sculptor's finest works should be kept permanently in the London studio in which he worked for the last twenty-eight years of his life. Students, who would undoubtedly come from all over the world, would be able to study them in the atmosphere in which they were created. Thus it would not be a museum but a practical memorial which Lady Epstein and other members of Sir Jacob's family would hand over, if a suitable trust fund could be established. Since the studio is in the garden the plan would not affect the future of the house, which could be sold separately if it was so wished.

Among those reported to be interested in the scheme already are Sir Arnold Haskell, Director and Principal of the Royal Ballet School, and a prominent business-man whose identity has not been revealed but who is stated to regard the project as a practical proposition. There seems little doubt that financial support should be forthcoming from the very large public which for so many years admired the genius of Epstein, despite the numerous controversies his creations engendered.

When the pictures on these pages were taken some of the large finished sculptures remained in the studio, among them the last work, "Pan."

EPSTEIN'S LAST WORK: The immense "Pan" group dominates the garden studio of the late Sir Jacob Epstein in Hyde Park Gate, London. The sculptor, who died last August, had put the finishing touches to it on the day of his death. The group is intended for the new Bowater building in Knightsbridge. Recently a proposal has been put forward for turning the studio into a permanent memorial to Epstein. Plaster casts of many of his finest works would be kept there for the benefit of students.



THE ARCHBISHOP OF CANTERBURY: The bust of Dr. Fisher is one of Epstein's works completed just before his death.

On right—

THE SCULPTOR'S STUDIO: A variety of busts and piles of books on a packing-case fill a corner of the room in London in which Epstein worked for the last twenty-eight years of his life. He was born in New York in 1880 of Jewish parentage. After studying in Paris he arrived in London in 1905 and soon made his mark as an outstanding artist. In 1952 an exhibition of his work at the Tate Gallery was seen by over 70,000 people in six weeks. Such evidence of interest in the sculptor encourages those planning to turn his studio into a memorial to believe that financial support from the public would be forthcoming for the scheme to materialise.

A SUBJECT OF CONTROVERSY: The massive "Behold the Man" commands a corner of the studio. Around it are casts of heads and figures. Throughout his life controversy frequently raged round Epstein and his work. "Behold the Man" was the subject of such an æsthetic battle at the time of Epstein's death.

THE SCULPTOR'S WIDOW: Lady Epstein, with her dog Frisky at her feet, stands by a bust of her daughter. Soon after her husband's death Lady Epstein had the idea of making his studio a practical memorial, not a museum.

WORKS OF GENIUS WHICH WOULD BE AVAILABLE FOR STUDY BY SCULPTORS OF THE FUTURE: Many of these casts would probably be kept in the memorial studio. It would be of great help to students if they could study Epstein sculptures in the atmosphere of the room where he created them.

DRY STONE-WALLING

The Craft is Rapidly Dying Out as is Also the Art of Flint-knapping

By BRIAN VESEY-FITZGERALD

"FLINT be cranky stoof. Like a woman: sharp and 'ard, but got a lotta uses." I have reported the speech accurately, but I cannot, I regret, give an accurate impression of the accent nor of the slow, rich, deep voice in which it was delivered. He was an old man, brown as a nut, with black pebbly eyes beneath huge jutting eyebrows, and several days' growth of beard, since evidently, like many an old countryman, he shaved only once a week; short and thick-set, built like a tree, waistless. He wore old corduroy trousers, almost white from much washing and tied below the knee (a fashion one rarely sees in the countryside nowadays), and a battered felt hat with a jay's feather stuck in the stained ribbon. He was repairing a flint wall . . . with flints.

It was this that made me stop. It was, to me, an astonishing sight. Only a week or so before I had watched a man repairing a Cotswold stone-wall with mortar; thereby defeating altogether the whole idea, the object, of a dry stone-wall. A structure evolved very early in human history, it was designed to meet particular conditions in high and exposed places. There are many thousands of miles of dry stone-walls or dykes (the Scottish term for them) in the British Isles. They take the place of hedges over most of Scotland and Wales, the north of England and western Ireland, and you will also find them in many places in the west of England, and in one or two other districts. This is because, in such places, stone lies near, or actually on, the surface of the ground. In many cases the stone had to be cleared from the ground before the land could be tilled, and the simplest way of clearing was to pile the stones up to form a fence around the edge of the plot. This was how the art of dry stone-walling began.

It sounds simple enough. But dry stone-walling is very heavy work. Each square yard of wall requires roughly a ton of stone, and all this almost certainly had to be carried by the waller alone or, at best, with the help of but one assistant. It is also an art. The great stone dykes of Scotland and the north of England averaged 5 ft. in height and were about 3 ft. wide at the base, tapering to about 30 ins. at the top. The stone-walls of Wales and the west of England were very rarely as high as this.

The stones were not just piled one on top of another, but were set with a slight cant outwards, to help drainage, and were bound firmly from side to side by large stones (known as "through" or "tie" stones) which were set about halfway up the wall and reached from one side to the other, jutting out a little on either side. The thing is not just a matter of nicety of fit and balance, but of precise end-to-end pressure along the length of the wall which is additional to the downward pressure exerted by its weight. It is, in fact, a structural building, strong enough to stand for many years.

But skill in building, skill in the matter of fit and balance and pressures, is but half the reason why these great stone-walls have stood for so long. Even more important is the fact that no mortar was used. The great point about a dry stone-wall is that it allows the water to run through it, and so will stand, unaffected even in the wettest and wildest district, for 200 years and more, with no more attention than the replacement of fallen stones once a year or so.

The art of dry stone-walling is rapidly dying out in Britain, though some efforts have recently been made, especially in Scotland, to revive it. The work is too hard and too individual for this conveyor-belt age. It is now difficult to find a countryman, other than some of the older moorland shepherds, with sufficient knowledge of stone to repair a dry stone-wall, let alone build a new one. So that, wherever you go, all over the country, you see dry stone-walls from which the coping stones have fallen and are left lying, simply because there is nobody in the neighbourhood who knows how to put them back. Many walls are in a much worse state still. For the same reason, sheer ignorance, you may see a dry stone-wall being repaired with mortar. No doubt it looks very trim and smart when it is newly finished. But the mortar must soon be washed out, and then the wall will be in an even worse state than it was before.

So you can understand how astonished I was to see a man repairing a flint wall with flints. True, flint was once much used in certain areas (notably in Norfolk and Suffolk and some parts of Dorset and Hampshire) where no other stone was available. It was used for rubble masonry, or it was split and faced, sometimes with "garreted" joints—joints in which the splinters and chips were inserted to strengthen the mortar, but also to give a fine decorative effect. Some remarkably rich effects were achieved with flint, especially when it was used in conjunction with stone or brick. It combines wonderfully with brick quoins and chimneys, and in Norfolk it sets off the typical coverings of red pantiles magnificently. There are one or two exceedingly pleasant chequered or diapered effects to be seen in Dorset.

I do not know: but it must, I think, be many years since a flint cottage was built in England. You cannot tell, as you can with so many other building materials, just by looking because flint does not weather, does not mellow. Consider the small grey town of Brandon, in Suffolk, a flint town; the town where the ancient craft of flint-knapping survives, if only just. It is an ancient town, but at sight you could not guess within a hundred or two hundred years the age of any of its flint houses. Cottages built centuries ago look as though they were built not more than fifty years ago. The worst of flint is that it never mellows, never gives you the warm, kindly welcome of old brick. But it will give you service for many, many years, and will remain fresh, almost new-looking, all the time.

When I visited Brandon in the '30's with the late Julian Tennyson there were five knappers working in the yard behind the Flintknappers' Arms, which is, oddly enough, modern Tudor and built of brown brick. They were, I remember, all agreed that the trade was dying rapidly. There were no apprentices coming forward and little work to be done. I remember one of them, a Mr. Edwards, who had been connected with flint-knapping for many generations, saying to us: "When we five have gone, there 'll be no more knapping." And I remember the sadness in his voice.

Olive Cook visited the yard behind the Flintknappers' Arms in 1955 and tells us in her *Breckland* that there were then but two knappers (neither an Edwards) and no apprentices coming forward. How could there be? Now a few flints are made for ornamental work used in the restoration of churches (but the demand for that cannot be large); there is virtually no demand from the building industry, as was also the case in the '30's, and the industry, unless that is not now too big a word, really exists only to meet a demand for gunflints from Siam and South America, where the old flintlock gun is still in use in the wilder parts.

In the '30's this trade was also the chief support of the industry, but then there was also a demand from the Congo especially, but also from North and Central Africa generally. It will be seen that the demand for gunflints is shrinking. It cannot, in the natural order of things, last very much longer. In view of all this, it was surely surprising to find a man, and outside East Anglia, too, repairing a flint wall with flints.

I watched him for a while. He chose his flints with great care, not, I am sure, just because he was being watched, though he may have exaggerated the act a little. He weighed each in his hand with what can only be described as loving deliberation, then he would place the flint on a pad, seize his hammer, give it one sharp blow, and split it into two pieces. This was pretty well the same method as I had seen used by the knappers at Brandon, save that they had thick leather pads strapped to their left knees and placed their flints on these, whereas this man had his pad, which looked as though it might once have been part of the seat of a chair, on the ground.

There were other differences, too. The Brandon knappers, striking a flint, would split it into two perfect halves, each with its surface smooth and black: this man merely split it into two pieces, sometimes doing no more than taking a chip off, and to do so he used a good deal more force. Again, the Brandon knappers, having got their halves, would split them in turn into perfect halves. This man did not bother about that, nor did he bother about flaking, nor about knapping. This, if I remember Mr. Edwards correctly, is, strictly speaking, just the final process in making gunflints and should not, if you are a purist, be applied to any other sort of flint work. But then this man had no need to do so.

(*Pictures from the Rural Industries Bureau.*)

SHAPING FLINT: *Left*—The flint is split in half. *Centre*—The shaped flints are set into the stonework. *Right* is another view showing how carefully the stones are placed. The pictures were taken of a stand at the Royal Show in Norwich in 1957, arranged by Cubitts and Gotts, Ltd. This firm has restored the fabric of many churches in England.

Broadly speaking, his technique, though rough, was that of the Brandon knappers: near enough anyway to carry me back over the years to my one and only visit to the Brandon knappers: near enough to make me ask him if he had ever been a knapper.

No, he said: he had been a farm-labourer all his life. "But," I said, "you know how to do it, you 've got the technique. I could no more split a flint than fly. You must have been taught." No, he insisted; he had never had a lesson in his life.

There was, surely, no reason for him to lie about this: he would have gained greater kudos by saying that he had once been a knapper. But, years and years ago, he was working on a farm near Thetford; he had come there from Northumberland; "I 've always liked to get around: I used to walk from job to job." He used sometimes to go over to Brandon and watch the knappers at work. The whole thing fascinated him, and ever since, whenever he had had the chance, he had tried his hand at it. "So (I will not try to reproduce his actual speech) when I heard that the gaffer here was going to have this wall made good, I told him I could do it properly, if he would get the flint." He stood back and admired his handiwork. "And I can, too," he said.

He looked up at me, pushed his hat back, pulled it forward again, and burst out: "I can't read nor write, guv'nor, nor draw nor paint"—he turned back to the wall—"but I reckon this is Art." And the hard black eyes were soft. I wonder how many other artists there are, even in dry stone-wall country, undiscovered because they have not got a sympathetic gaffer or because they have not dared suggest? Maybe quite a few. But not, I fancy, among the young men. They now are all budding mechanics.

MORE LAKELAND PROPERTY FOR THE NATIONAL TRUST: Lingmell Gill, in Cumberland, forms part of about 8,000 acres of the Leconfield Lake District Estate, which has been accepted by the Inland Revenue in part payment of estate duty following the death of the third Lord Leconfield in 1952. Lingmell Gill leads from Wasdale Valley to Scafell (towards the right of the picture), England's highest mountain at 3,210 ft. Beyond Scafell is Burnmoor Tarn, which has also become National Trust property. Included in the recent acquisition, which was announced at the annual general meeting of the National Trust earlier this month, are Middle Row Farm (2,735 acres) at the head of Wasdale and reaching up towards Scafell; Seatoller Farm (963 acres), near the hamlet of Seatoller and reaching up to Honister Pass; and Stockdale Moor (2,500 acres), on which are prehistoric cairns. Previously in the Lake District, the National Trust had owned 33,355 acres, with protective covenants over a further 14,802 acres. In addition, the Trust has grazing rights covering about 50,000 acres.

LAKE DISTRICT LAND FOR THE NATION

8,000 acres from the Leconfield Estate in Cumberland

TWO OF THE NEW FARMS NOW IN THE KEEPING OF THE NATIONAL TRUST: *Above*—Mid Farm, Wasdale, with Great Gable (2,949 ft.) in the background. *Right*—A public telephone kiosk stands close to Seatoller Farm at the head of Borrowdale Valley.

A DISTINGUISHED VISITOR TO TOKYO: Mr. Somerset Maugham, the English writer, talks with Mr. Kenichi Yoshida, a Japanese novelist and critic and son of a former Prime Minister of Japan. Arriving in Tokyo early in November, Somerset Maugham will spend a month in Japan, two weeks in the capital and another fortnight in Kyoto, the ancient capital. The English author is now eighty-five years old and this is his first visit to Japan for thirty-five years.

On left—

THE OLD AND THE NEW: The two women on the right are dressed in the traditional Japanese kimono, while the woman on the left is wearing Western-style clothes. They are reading wall advertisements for houses and flats. The housing situation, which is a large problem in most big cities, is especially acute in Tokyo. The Japanese capital is the biggest city in the world in terms of population with, in 1958, 8,774,683 inhabitants.

THE CAPITAL OF JAPAN: Traffic waits in a street in central Tokyo while pedestrians cross. Against the sky in the background can be seen scaffolding round a new skyscraper which is being constructed.

ROADSIDE PRAYER: On the pavement of a road in Tokyo a woman, an apron over her kimono, stops to pray at a temple. All religions are tolerated in Japan.

Tokyo has probably been devastated more times in its history than any other capital city. In 1601, 1657, and 1772 fire swept through it, and in the present century it has been almost completely destroyed twice. The first disaster was the earthquake of 1923 when 60,000 people died in Tokyo and another 80,000 in the surrounding districts. The second was the Allied air raids of 1944 and 1945 in which 136,000 people were killed or posted missing; 760,000 houses of the city's 1,377,000 were destroyed.

The ordinary Japanese house is a small wooden structure, with windows and doors covered with paper. It is a flimsy building but has the advantage of cheapness, costing only a small fraction of a Western house. Another asset is the elasticity which enables it to stand up to all but the most violent of earthquakes. Its greatest disadvantage is its combustibility and all over Tokyo there are alarm bells, watchtowers and fire stations.

It is not surprising, considering the disasters, that Tokyo contains a great variety of architectural styles. An Indian temple stands beside some impressive modern buildings, pagodas beside railway stations. There are ancient gateways next to nineteenth-century classic style architecture; Greek colonnades, Russian churches, the Akasaka Palace (a sort of miniature Versailles), and, side by side, a Buddhist temple and the incongruous outline of a gasometer. The Parliament building towers over everything else. It is the tallest building in Japan, rising to over 200 ft., which is a great height for a country liable to violent earthquakes. The nucleus of the city is the Imperial Palace—a modest affair, which has been described as more like a series of villas than a royal residence. Round this are irregular circular avenues cut by irregular roads which radiate towards the suburbs and the country.

Another feature of the city is its universities. There are seventy-eight—thirteen national, sixty-four private and one municipal—but some of them are of only limited importance. At all economic and social levels throughout Japan there is a great respect for knowledge. The illiteracy rate, despite the complexity of learning to read and write the Japanese language, is low. More than 5,000,000 of the big Tokyo newspapers are sold daily in the metropolitan area and the circulation of magazines is equally high. There is, moreover, a huge output of books, about 20,000 titles being published annually. By convention anyone may browse as long as he likes at a bookstall and may even read a book from cover to cover. In the students' quarter, Kanda, there is the street of Jimbo-cho which has dozens and dozens of second-hand bookshops next door to one another; the variety of the volumes may be compared with the variety of Tokyo's architecture. On the wooded hill of Ueno museums and exhibition halls abound and it is there that the big art shows, arousing great public interest, take place.

Not far away from this area is the vast lower section of the city, lying beside the harbour and the mouth of the Sumida River. Canals run alongside the streets and sometimes take their place; in all there are 1,345 miles of canal and 5,824 bridges. In this area are the warehouses and markets of Tokyo. The river itself is wide and always crowded with all kinds of boats and small ships. Following the river upstream, the boats approach the industrial centre of the city, Tokyo-to, where 26 per cent. of the working population of the city is employed.

Tokyo has justly been described as the melting-pot of the world. In his book, *Meeting With Japan*, Fosco Maraini says: ". . . here we are confronted with a world synthesis. Here there meet and mingle the twenty-six civilisations of Toynbee, the eighteen religions of Turchi, the five *kalpas* (Bhuddist cosmic eras), von Eickstedt's thirty-eight races and sub-races of mankind, the fifty-six ways of making love of the Kama-sutra, the seventy styles of cooking, the six perfumes, the eighty-two smells, the 120,000 stinks, the twelve dozen kinds of dirt, the seven wonders, the thousand lights, the 2,600 tongues, the thirty-four vices (with the exception of opium smoking), all the fantasies, and the two great principles of *yin* and *yang* which, according to Chinese magical ideas, generate the infinite variety of the world."

MANY PATTERNS OF CULTURE

In Tokyo, the World's Largest City

DAY AND NIGHT: A Japanese woman receives payment for cleaning shoes in a street in Tokyo. *Right*—A wide road is lined by buildings bright with neon signs. Tokyo is noted for its night life.

IN A TOKYO SIDE-STREET: A woman walks past a restaurant in one of the capital's innumerable side-roads. Small restaurants and coffee houses abound off the main roads of the city. Fish dishes feature largely on the menus of these restaurants. Japan being a group of islands, fish is a principal item in the Japanese diet and canned fish one of the country's most valuable exports.

On left—

A STALL BY THE ROADSIDE: A newspaper vendor arranges her stall. It is estimated that there are about 250 daily newspapers in Japan and fifteen of them are published in Tokyo. The total newspaper circulation is estimated at 36,373,000 copies daily, an average of 2.45 per household. English is the best-known foreign language and there are several newspapers in English.

BONES OF AN ANTHROPOID WHICH LIVED 10,000,000 YEARS AGO: *Left*—The two exhibits are now to be seen in the Natural History Museum at Basle, in Switzerland. They are parts of what is described as an exciting anthropological discovery made near Grosseto, in Italy, in the summer of last year. *Right*—Dr. Johannes Hurzeler, of the Museum in Basle, points to salient features in a composite photograph of the skeleton. The find is causing considerable controversy about the origins and age of Man as the nature of the skeleton is in dispute.

TWO DISCOVERIES FROM ITALY

A 10,000,000-Year-Old Skeleton Causes Scientific Controversy; A Garden Unearthed in the Heart of Ancient Rome

In the Natural History Museum in Basle, in Switzerland, an exhibit is on show which agitates the ever-controversial question of the age and origins of Man. In a display case is to be seen a skeleton which was unearthed near Grosseto, in Italy, in the summer of last year. It is generally agreed that these are the bones of an anthropoid which lived 10,000,000 years ago.

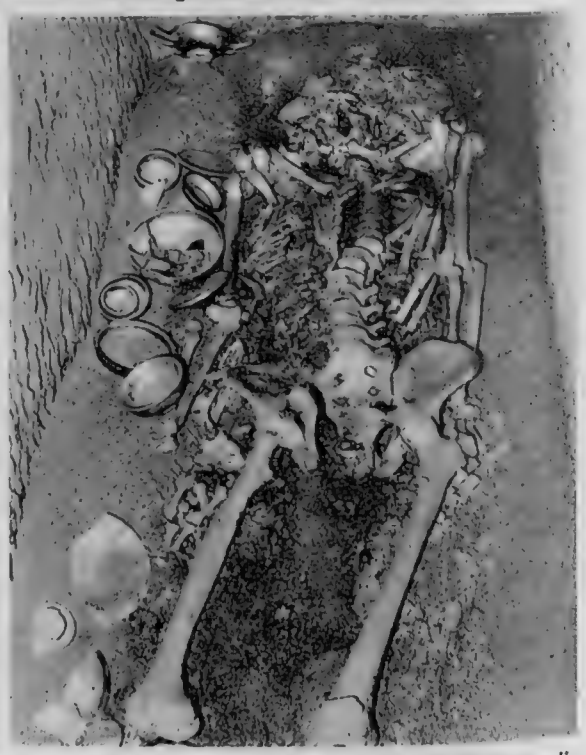
Dispute arises about the nature of this skeleton. If it is simply a fossilised ape, then there is nothing very remarkable about it. In the Natural History Museum in London there is "Proconsul," the skull of a fossilised ape which is 20,000,000 years old. It was discovered in 1948 in Kenya by Dr. and Mrs. Leakey.

But suppose the Grosseto find is not an ape but a hominid? The proposition opens up the most fascinating possibilities. Some experts believe this is the explanation of the exhibit now in Basle. Hominids are the species between ape and Man. Hitherto it has been generally held that a hominid could be no more than 1,000,000 years old. Therefore, if the view that the Basle skeleton is a hominid is correct, then plainly the whole story of the origins of the human race may have to be revised. However, it should be added that many anthropologists and zoologists are by no means convinced. On both sides of the dispute, those concerned agree that much more study will have to be done to reach a final conclusion.

To turn to far more recent and definite history: in Rome, archæologists have unearthed some interesting remains which should add to our knowledge of Latin civilisation.

IN VINO VERITAS: Large wine pots lie where they have been discovered in Rome. In background are buildings being erected over the area in which ancient Romans may have disputed the validity of "Truth in Wine."

A FIREPLACE WHICH WARMED ANCIENT ROMANS: It has recently been uncovered during new building near the Church of St. John Lateran and is thought to be part of a villa and gardens which flourished around 300 B.C.



PASSPORT TO ETERNITY: A skeleton surrounded in the traditional manner with household chattels is another of the finds which has been made by the archæologists in Rome.

Experiments in Salmon Stripping

Studying Ways on the Dee and Tay in Scotland of Hatching Fertilized Eggs

THE BREEDING OF SALMON: A female salmon is lifted from the deep empoundment where she has been kept. After she has been stripped of her eggs she will be returned to the empoundment before being released in a sheltered pool in the upper reaches of the Dee. The experimental salmon stripping is being carried out by the Scottish Home Department and the Dees District Board in order to study the present extent of the incidence of mortality in the young stages of the salmon and to learn something of their movements. Female salmon lay about 800-900 eggs for every pound of their weight. In natural conditions, these are laid in scooped-out troughs in the river-bed gravel and are then fertilised by the male.

EXPERIMENTS ON THE DEE: *Left*—A salmon is lifted out of the empoundment to be stripped of her eggs. *Right*—A salmon is stripped by squeezing the eggs into a container. After a rest in the empoundment, the salmon will be released in a sheltered pool.

A SPENT SALMON: Having been stripped of her eggs, a salmon is released into a pool in the upper reaches of the Dee. Salmon swim far inland to reach their spawning grounds in sheltered streams and pools.

A BLEAK AND SNOWY SCENE: Slotted perspex boxes, containing the fertilised eggs, are buried in the gravel on the bed of the stream. Later the young salmon will slip through the slots of the boxes and make their way downstream to the sea. The boxes of green ova have been planted in two Scottish burns.

A NEW SALMON HATCHERY: A water bailiff removes dead eggs from a tray in a trough at the new hatchery, which is situated under Pitlochry dam in Perthshire. *Right*—The hatchery is inside the inspection tunnel which runs the length of the dam. Having a total capacity of a million eggs, the hatchery is the joint responsibility of the North of Scotland Hydro-Electric Board and the Tay Salmon Fisheries Board. Eggs are stripped from female salmon at Lubreoch, Glen Lyon, in Perthshire, and are brought to the hatchery to be kept until March. By then it is hoped they will have reached the eyed ova stage. These will be taken to the spawning grounds of the tributaries of the Tay and Tummel. It is estimated that fishermen on these rivers will feel the benefit of the new hatchery in roughly five years' time.

SHUGBOROUGH HALL: A fountain forms the centre-piece of the Victorian Gardens on the west front of the Staffordshire seat of the Earl of Lichfield. The Hall and its 70-acre park have been offered to the Treasury towards payment of the death duty on the estate of Viscount Anson, who was Lord Lichfield's son and heir.

OUTSIDE SHUGBOROUGH

Negotiations with the Treasury over Shugborough Hall

Shugborough Hall is an example of the problem set to the noble families of Britain, holding large estates, by death duties. Lord Lichfield, who is seventy-five, handed over most of the family holdings in Staffordshire to his son, Viscount Anson, in 1947, in order to reduce future duty on his own estate. Viscount Anson predeceased his father suddenly in 1958 at the age of forty-four, leaving assets of about £300,000. Lord Lichfield has now had to offer to the Treasury Shugborough Hall, the family seat of the Ansons, towards death duties on his son's estate. Included in the offer is the 70-acre park, which contains a number of famous monuments erected by Thomas Anson, the brother of the famous 18th Century circumnavigator, Admiral Lord Anson.

The offer to the Treasury could only be tentative, since negotiations, during which the National Trust would have to be brought in, will take many months. It is a question of financing the upkeep of the Hall, since it is estimated that between £6,000 and £10,000 is needed for this annually. Shugborough has never been shown to the public, although the monuments could be viewed in 1957. These consist chiefly of seven large buildings, mainly designed by "Athenian" Stuart in the years 1745-73. Among them is a monument to Lord Anson's cat. Part of the house itself dates from the late seventeenth century but considerable extensions were carried out by James Stuart, nicknamed "Athenian" for his partiality for Grecian design.

MONUMENTS IN THE PARK: *Left*—On a knoll in the grounds stands a copy of the Arch of Hadrian at Athens. *Right*—The Doric Temple, an accurate version of a Grecian building, stands near the north end of Shugborough Hall. The seven main buildings in the grounds were built by Thomas Anson, a brother of Lord Anson, the sailor; most are the work of "Athenian" Stuart.

On right—

THE STABLES OF SHUGBOROUGH: On the south side of the Hall, which is situated some five miles from Stafford, can be found extensive stables and carriage rooms.

THE CHINESE HOUSE: In a setting of woodland and ferns, the monument, in the shape of a pagoda stands on the edge of the Victorian Gardens.

LAND AND SEA USES OF GAS TURBINES

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

EARLY this autumn the 12,000-ton tanker *Auris* re-entered commercial service for Shell Tankers Ltd., after completing successful sea trials. Trials had played an extensive part in her history. *Auris* was constructed in 1948 as a diesel-electric ship: in 1951, however, one of her four diesel units was taken out and a small experimental gas turbine was put in to replace it. Results from experiments with this turbine, one of the first to be put into a merchant ship, were encouraging; in 1955 it was decided to replace the ship's whole propulsive machinery by a single 5,500-b.h.p. gas turbine unit driving the screw through mechanical transmission. This is the plant upon which trials have now been completed: there were a number of setbacks, but they were eventually overcome.

Nevertheless, Shell is not for the present planning to power any more of its tankers with gas turbines; though the thermal efficiency of this power unit seemed as high as a comparable steam turbine, it did not match a modern diesel engine. Gas turbine maintenance costs, again, were lower, but not enough to offset the higher capital cost. The gas turbine might have a future, the company's engineers recognised, in specialised applications: for example, in a methane tanker such as those the Gas Council is considering to bring liquid natural gas to Britain—which would have gas as a fuel and, moreover, might be inherently a vessel able to accept a high capital cost—or possibly in some link-up with nuclear ship propulsion.

It is perhaps not unfair to consider this experience and these conclusions as rather typical of the recent history of attempts to bring the gas turbine down to earth as a generally applicable prime mover. Few single technical developments have been hailed with such confident hopes as the gas turbine was shortly after the war, when its shining successes as a military aircraft power plant were in everyone's eyes. The triumphant simplicity of its basic operating principles gave rise to confident prophecies that it could spread as rapidly throughout the field of earthbound and marine power as it seemed to be doing in the air. (Few people talking about technology to the public can have been innocent of this over-optimism at that time: industrial correspondents were by no means excepted, but they sinned in most distinguished company.)

So far, this simply hasn't happened. It is no slur upon the extraordinary advances in power output achieved by the aircraft gas turbine designers, incidentally, to recall that it took about a decade after the war for their turbines to graduate from powering military aircraft, where performance is paramount, to being fully and practically accepted in airliners, where cost and, in particular, fuel consumption have to count much more. The transition was accomplished, moreover, via the initial stage of propeller turbines, before jet propulsion was accepted in the latest generation of airliners. (The turbine designers would probably argue, with some justice, that it took time for airframe designers to learn to design vehicles that could make proper use of their power plants.)

On land and sea, however, results with the gas turbine have been more equivocal. A large number of turbines have been designed, built and put into service, some of them on perfectly acceptable practical applications; in certain special circumstances, such as pumping work on natural gas pipelines, they have an impressive record of success. In naval vessels, again, where the demand is for high-power propulsive equipment of low weight that can be packed into a small engine-room and can give its maximum power output at very short notice, the gas turbine can be "a natural," either as a complete power unit or as a special "boost" unit linked with more economical low-powered steam turbines for cruising.

In more general applications in stationary power plants, however, the gas turbine has had some difficulties to overcome. A pure gas turbine using jet propulsion has a relatively low thermal efficiency, because it passes out a high proportion of its heat in the hot exhaust gas that it thrusts out at the back, and because high temperatures in the compressor that delivers the air to the combustion chamber and onward to the turbine increase the amount of compression work required. Stationary gas turbines can reduce these disadvantages by recuperation, i.e., by bringing back some of the heat from the exhaust gases by a heat-exchanger to the compressed air entering the combustion chamber; and also by carrying out compression in two stages and cooling the air in between.

A SHIP POWERED BY A GAS TURBINE: In the engine-room of the 12,000-ton tanker *Auris*, of Shell Tankers Ltd., is the 5,500-b.h.p. gas turbine, capable of giving the tanker a maximum speed of 14·3 knots. The *Auris*, the first tanker to be driven entirely by gas turbine, recently entered commercial service with Shell. The turbine was designed by the British Thomson-Houston Company and was built by them and by Cammell Laird and Company (Shipbuilders and Engineers), of Birkenhead. A new kind of hydraulic reversing gear-box has been fitted. It was designed by the Pametreda research organisation of the British shipbuilding industry.

The stationary gas turbine has some special advantages; for example, it can be started quickly at any time and brought rapidly up to full load. This makes it a useful unit for "stand-by" plants, such as are required in power systems based on hydro-electricity where there is a danger of freeze-up; in certain kinds of power systems, again, the exceptional peak loads during some hours of the day or weeks of the year are best dealt with by special plant for the purpose, and gas turbine units can do this job efficiently. For base-load electricity generation, however, the turbine cannot touch the costs of a coal-burning steam turbine plant; and though very protracted efforts have been put in by various makers and research teams on producing a coal-fired gas turbine, fully satisfactory results have not yet been claimed.

More recently, considerable progress has been achieved with a specialised kind of gas turbine that makes use of some of the advantages of an internal-combustion engine to compress and heat the working gas that drives its blades. A piston engine can use much higher combustion temperatures, thus achieving greater thermal efficiency, than a turbine, because the piston and chamber are exposed only intermittently to these temperatures from the exploding gas-air mixture, and are cooled in between each stroke by the incoming fresh air. Turbine blades that have to run steadily in a stream of hot gas cannot accept such high temperatures; but mechanically they deliver power much more efficiently than the roundabout arrangement via a crankshaft used in a piston engine.

A compound arrangement making use of the advantages of each is the "free-piston" expansion turbine, first devised by an Argentinian, Marquis de Pateras Pescara, earlier prominent in the development of the helicopter. This begins with an ingeniously-arranged diesel engine in which the pistons are coupled not to a crankshaft to do mechanical work but to air-compressor pistons, so that the useful output is in the form of compressed air. This compressed air is delivered to the turbine through the diesel combustion chamber, thus picking up exhaust gas and the heat to drive the gas turbine that carries the working load. This arrangement of a free-piston "gasifyer" and a turbine offers a high combined efficiency. Moreover, the moderate working temperature of the gas turbine makes it possible to use lightweight installations with blades of similar materials to those used in steam turbines, rather than the exceptionally heat-resistant — and costly — materials ordinarily required in a gas turbine.

Free-piston gasifyers of this type were originally developed in France; in Britain the development has been in the hands of a small company, Alan Muntz, of Feltham, Middlesex, which has British rights and is now licensing the building of free-piston units by several British companies in the general and marine engineering field. The French Navy has twenty-one minesweepers in service powered by free-piston turbine equipment, and is building two large escort vessels powered by them. Perhaps more important, there are six cargo ships in service and 15 more under construction (two in Britain) using this type of propulsion machinery. The United States is also interested in this kind of gasifyer for ship propulsion; but General Motors has developed one and has bought examples of the French and British gasifyers with a view to employing them, among other applications, in road vehicles.

The free-piston engine, therefore, might assist the commercial application of the turbine in a field where much experimentation has been going on, but mainly in specialised applications. Gas turbine cars have been running since 1950 (the first was built by the Rover Co. Ltd., which later marketed a small-scale stationary turbine developed from the same power unit); but as an automotive power plant the ordinary gas turbine is costly and bulky, with a high fuel consumption. The free-piston arrangement does offer a chance of reducing these disadvantages.

It is early to assess the field over which this simplification and improvement of the turbine using gas can make useful contributions to the efficiency of prime movers; moreover, the memory of exaggerated claims for the rapidity with which the gas turbine applications might sweep the board does not encourage any too confident prophecies. But development of this system has been more practical than prophetical; and so far in practice the free-piston system does offer much wider chances of using the principle in an engine that can pay its way.

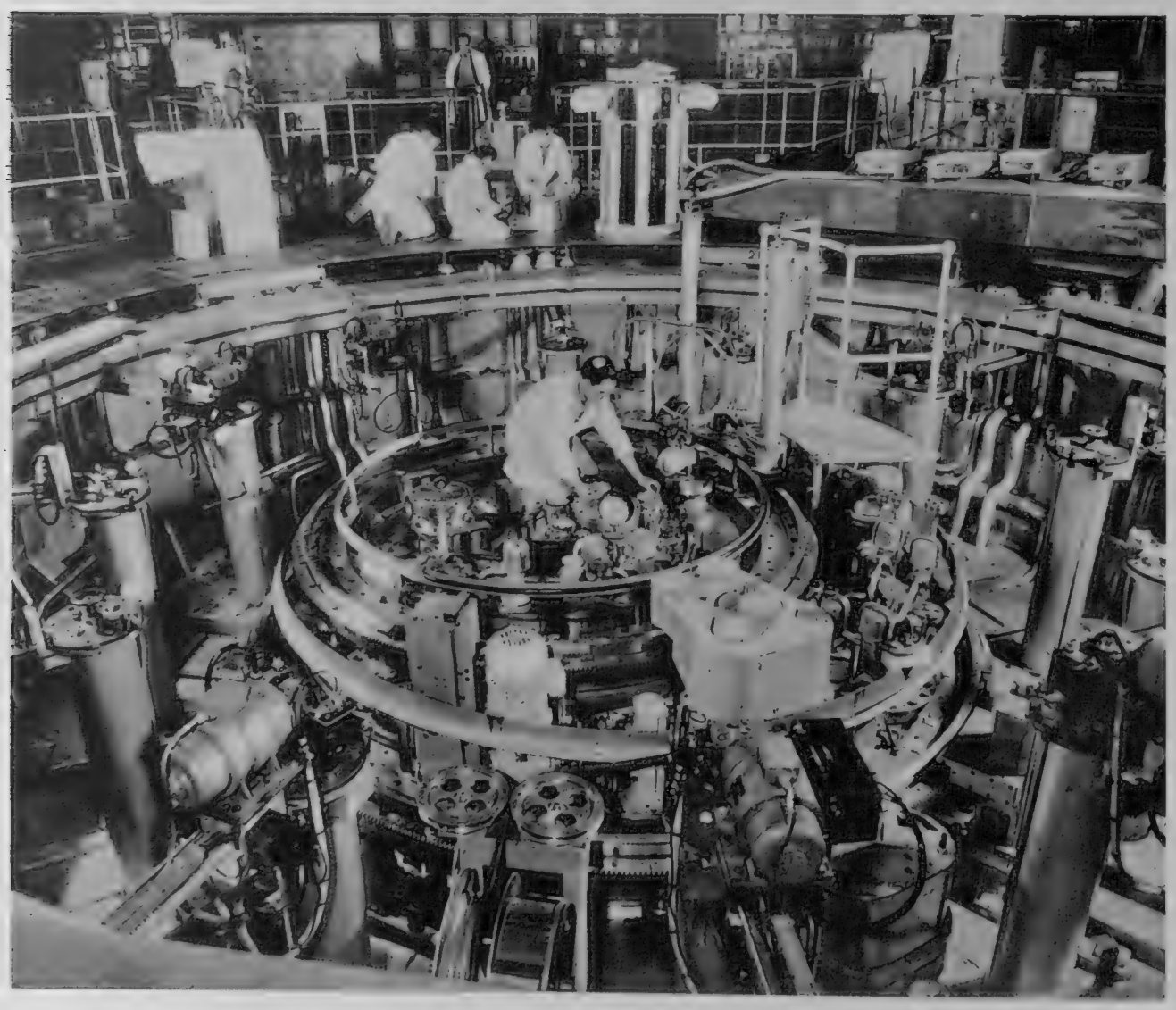
MODIFYING THE PORT OF STOCKHOLM

The capital of Sweden is the country's second port; Göteborg, by virtue of its position on the west coast, handling a larger volume of shipping. It was realised some time ago that more efficient use could be made of the existing harbour facilities at Stockholm, and the harbour authorities put into operation a plan for gradually modifying the layout. The picture shows a 65-ton harbour crane being moved by a giant crane. Much of the mechanical handling equipment in the harbour is being moved so that vessels carrying similar cargoes may be loaded and unloaded in the same area. For some years this segregation has been in effect for bulk cargoes, but now general cargoes are to be dealt with in like manner. No large-scale structural alterations, however, are planned for the immediate future.

A REVOLUTIONARY LORRY: It is the Austin 3-ton "304," one of a range of new Austin and Morris 2, 3 and 4-ton commercial vehicles introduced at the Scottish Motor Show earlier this month. Its cab is of completely new design; the small corner windows eliminate blind spots and the doors are rear-hinged to help in reversing. There are petrol and diesel-engined versions of all the lorries.

TESTING THE CAB OF A NEW COMMERCIAL VEHICLE

FATIGUE TESTS: *Left*—A test driver leaves the cab wearing an oxygen mask attached to apparatus measuring the amount of energy he uses in the operation. *Right*—The wheel of the cab is fitted with apparatus measuring the driver's grip. In this way the fatigue of the driver may be theoretically determined.



Before the British Motor Corporation's new range of commercial vehicles made their debut they were tested by Professor G. C. Drew, Professor of Psychology at London University and chairman of the Committee of Road Users. The purpose of these special tests was to assess the advantages of the redesigned cab. Three series of tests were carried out. From them it was determined that less energy was required to enter or leave the cab compared with a cab of conventional design, and that the increased visibility appeared to make the vehicles easier to manœuvre. The combination of these two factors showed in the difference in fatigue developing in a day's driving. In a conventional cab tension increased gradually, whereas in the new cab there was a marked reduction in tension as the day went on. The new B.M.C. lorries also feature lower loading heights, smaller wheels, improved brakes and strengthened chassis members and rear axles.

On left—

DOUNREAY "GOES CRITICAL"

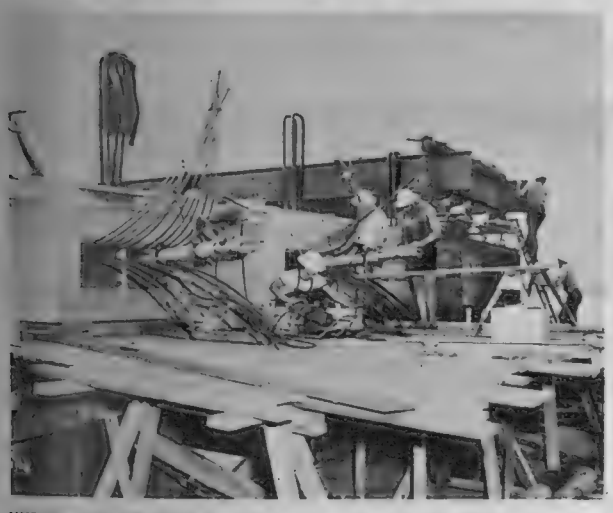
The Dounreay nuclear reactor began producing energy a fortnight ago, bringing about the culmination of 4½ years' work. In the picture a technician is working on the stainless steel vessel which houses the reactor. The latter consists of a central core made up of about 360 enriched uranium rods and surrounded by 2,000 rods of natural uranium to form a blanket. The nuclear reaction in the core produces heat and neutrons, and a proportion of the neutrons go to the blanket, where they produce plutonium. This plutonium can be fed into the core to produce more heat and more plutonium. Potentially, this type of reactor is said to provide the most efficient use of plutonium in nuclear power stations.

AUSTRALIA'S NEW CONCRETE BRIDGE

The newly-opened Narrows Bridge over the Swan River, in Perth, Western Australia, is the largest structure of its type in the world. It is a continuous precast, prestressed concrete bridge designed by British engineers who used a type of pile and methods of prestressing and equipment developed in Great Britain. The bridge has five spans giving it an overall length of 1,100 ft., and carries a six-lane highway 70 ft. wide with footpaths on each side. It joins the main part of the city of Perth to the extensive suburban development on the south bank of the Swan River which had hitherto been served by a single bridge, a considerable distance upstream. Construction in prestressed concrete was decided upon after comparison between the prestressed concrete design and a second design in structural steel showed that the bridge would be cheaper to build in concrete and also cost less to maintain in the future.

The beams of the deck structure were all precast in 10-ft.-long segments on the banks of the river. Since there was a lack of basic information on aspects of prestressed concrete beams of this type, a one-third scale model was built and tested in Britain to verify assumptions of the designer. Occupying a prominent place in one of the country's beauty spots, the bridge was designed to enhance the view provided by Perth and the surrounding countryside. The white finish has been achieved by using concrete facing panels made from white quartzite, white sand and white cement. The consulting engineers were G. Maunsell and Partners and the consulting architects William Holford and Partners. General contractors were Christiani and Nielsen, of Copenhagen, in association with J. O. Clough and Son Pty. Ltd., of Perth.

THE NARROWS BRIDGE, PERTH: It joins the main part of the Australian city to the extensive suburban development on the south bank of the River Swan. *Below right*—The centre suspended span units are ready to be jacked into place.



UNDER CONSTRUCTION: Workmen are engaged in stressing operations using Gifford-Udall strand jacks. The prestressing methods and equipment were developed in Britain.

AN ELEGANT BRIDGE FOR WESTERN AUSTRALIA: *Left*—The underneath of the Narrows Bridge is seen during construction. *Right*—The overall length of the structure is 1,100 ft. between abutments. It has five spans of 160 ft., 230 ft., 320 ft., 230 ft., and 160 ft., and carries a six-lane highway, 70 ft. wide, with footpaths on each side. Constructed in prestressed concrete, the bridge cost approximately £1,250,000. The opening ceremony was performed recently by the Governor of Western Australia, Sir Charles Gairdner.

THE NEW PASSENGER LINER "CANBERRA": The artist's impression shows the streamlined shape of the 45,000-ton vessel which is being built for the P. & O. Company by Harland and Wolff Ltd. at their Belfast yard. *Canberra* is due to be launched on March 1, 1960.

A MODERN DEVELOPMENT: The hydraulic machinery of the port forward Denny-Brow stabiliser is being shipped through the side of *Canberra*. The liner will be equipped with two sets of stabilisers which will reduce rolling to between 2 and 3 degrees

Judging from the number of large passenger ships at present being built in the world's shipyards, owners of such vessels are not pessimistic about the prospects of the shipping industry. There are twelve passenger liners of over 18,000 tons under construction. Their total tonnage is about 370,000 and their value just under £150,000,000. Eight, totalling 250,000 tons, are being built for British owners. It would seem that British faith in the industry is stronger than foreign countries', and another fact adds weight to this assumption. All eight British liners are being financed entirely by private capital, whereas the four overseas vessels—two Portuguese, one French and one Italian—are partly subsidised by their Governments.

The biggest of the British liners being built, and the second largest in the world figures, is *Canberra*. She will have a gross tonnage of 45,000. Being built at Belfast by Harland and Wolff Limited for the Peninsular and Oriental Steam Navigation Company, she will be launched next spring by Dame Pattie Menzies. *Canberra* is bigger and faster than any liners P. & O. have had built previously, and will be used on the new trans-Pacific trades (run in conjunction with the Orient Line) and the line's traditional Australian and Far East trades. She will be partnered by the Orient Line's 40,000-ton *Oriana*, which was launched at Barrow-in-Furness recently. Together the two liners will cost some £30,000,000, and to justify their building the P. & O. group had to recast their passenger ship policy completely.

Canberra's design is radical, taking into account the conservatism of shipowners. Her engine room is aft and much of her superstructure is of aluminium alloy, normally employed in smaller ships. Turbo-electric machinery provides the main propulsion and she is the biggest liner to be built in Britain to employ this type of power. Her twin screws are at the ends of exposed shafts instead of the normal bossings. There is a propeller at her bow (which is of the bulbous type) to increase manœuvrability. Air conditioning is to be fitted throughout the ship and there will be two pairs of stabilisers to reduce roll.

Advanced ideas for the comfort of passengers have been incorporated in the design of *Canberra*. The main feature in the first-class accommodation is the cabins which are planned on the air-light principle. Court or verandas, with several windows looking out to sea are surrounded by cabins, each of which has a window facing out to sea. Another modern feature will be the widespread use of plastic covering for surfaces. There will be three swimming-pools for passengers, one for first-class and two for tourist class. The crew will also have their own pool.

Canberra will have three cargo holds with a total capacity of 150,000 cu. ft. Two of them will be loaded through the ship's side and the third in the normal way through a deck hatch. She will accommodate 650 first-class passengers and 1,650 tourist-class passengers. With a speed of 27½ knots *Canberra* will reduce the U.K. to Sydney run from nearly four weeks to three. Her maiden voyage will be in 1960.

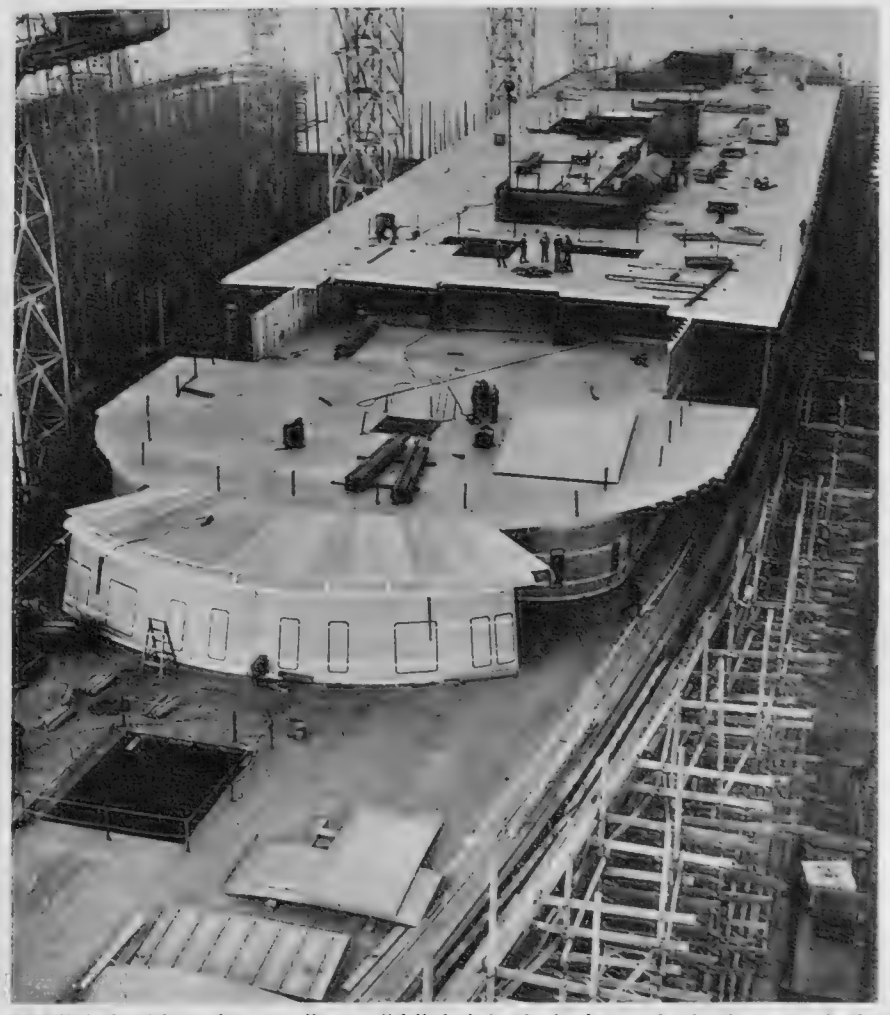
"CANBERRA" UNDER CONSTRUCTION

Building Britain's Largest Liner Since the "Queen Elizabeth"

HOUSING FOR THE PROPELLER SHAFTS: The two brackets each weigh 80 tons. The shafts to the screws will pass through them, each transmitting 42,500 s.h.p. *Canberra's* speed will be 27½ knots.

SURROUNDED BY CRANES: In the foreground is the forward end of *Canberra's* promenade deck, with the steel plates of her rounded forepeak already in position. Further aft, work is proceeding on the aluminium superstructure. More than 90 per cent. of the ship's steel hull plates have already been put in position

THE LONG, SLEEK LOOK: The view from above shows the fine lines of *Canberra* already beginning to take shape. The design of the liner was evolved round her passenger accommodation, which is in the main positioned amidships. Her machinery will be aft. Cabin space for the crew will be on the higher decks forward of the passengers' accommodation and the officers' quarters and bridge will be above the passenger block. Below the crew's quarters will be the cargo holds and below the passenger block space for galleys, stores and fuel. The main dimensions of *Canberra* will be: overall length 820 ft.; beam, 102 ft.; and maximum load draught, 32 ft. 6 ins. *Canberra* will be the largest British-built vessel to have turbo-electric machinery.



LOOKING AFT ALONG THE PROMENADE DECK: *Left*—In the foreground is the forward end of "B" deck with work proceeding on "A" deck in the background. In the centre is the main stairway for first-class passengers. *Right*—Progress has been made on the construction of "A" deck. Of the 1,000 tons of aluminium alloy to be used in the superstructure of the liner, in the second week of November more than 30 per cent. was in position. Nearly all the superstructure will be constructed from aluminium alloy.

The World of Books

ENTERPRISE AND COMPASSION IN AFRICA

The Kariba Story; How the Soviet People Live; An Assessment of President Eisenhower; New Fiction, including Eric Ambler's latest; and a fine Novel from America

THERE is a news story in Africa at this moment which has nothing to do with *apartheid* or politics of any kind and is, nevertheless, as exciting, as moving and, in its way, as significant, as any which one currently reads. It is the story of the Kariba Dam, built to harness the great Zambezi River and to bring power to enormous areas of Central Africa. It is also the quite extraordinary story of the rescue of thousands of animals, native to the district and threatened with extinction by drowning or by starvation as the lake, caused by the dam, grows on its inevitable way. In KARIBA (Methuen. 16s.) this tale of modern enterprise and of a practical compassion that one likes to think is contemporary, too, is told with great effect by Mr. Frank Clements. The author is a free-lance journalist and writer who lives in Southern Rhodesia. He has the gift of bringing the land and its problems to immediate life and has been able to show the project dramatically and sensibly. There are clear enough references to distances, as we in Britain know them, to show English readers what is going on there, thousands of miles away from our more circumscribed civilisation. For instance the extent of this new Lake Kariba, as shown superimposed on a map of the South of England, stretches from the Thames Estuary to the east of London, beyond Exeter, in Devon, and its width is comparable with the distance from Watford to Reading, with creeks extending as far as Aldershot. I don't see how the Kariba story could have been better told than by Frank Clements.

That is Africa, or at least a great section of it. Now for Russia and one of those books which purport to tell you what it is *really* like. As a matter of fact, the American radio correspondent, Mr. Irving R. Levine, is pretty well qualified, too, for the job, since he has been living in Moscow for over ten years, and has necessarily had to cope with most of the problems of living a domestic life in an extremely foreign country. When a traveller comes back from Russia he is always—really invariably—asked by his acquaintances what everyday life in the Soviet Union is like. THE REAL RUSSIA. (W. H. Allen. 30s.) sets out to answer many of those questions and does a good job on it.

For instance, people would like to know the answers to such questions as: "What do they show on Russian television? Can you tip for service? Where do people go for their holidays? Do they like household pets? What is there to buy in the shops? How about transport, in the human, not the goods and materials sense?" And so on. Mr. Levine does his very good best with the answers. This is a book of very much more than ordinary interest.

The attitude of the rest of the world to that phenomenon known as "Ike" is naturally perfectly different from the American's reaction to their erstwhile war hero and present-day President. The generals and field-marshals over here in England and Europe consider his past and present positions with a good deal of special bias, much of it extremely friendly, some of it critical, very little of it indifferent. But a critical study of the General and the President by an American newspaperman whose own career has been more or less contemporary with Mr. Eisenhower's must have a special authority. Such is the report by Mr. Marquis Childs on EISENHOWER: CAPTIVE HERO (Hammond. 25s.), a volume of critical assessment which obviously cannot have the value of any of the lately published war diaries, but which is, all the same, a sound commentary on the career, influence and degrees of success achieved by one of the half-dozen most remarkable men of our era.

The seven men who planned the assassination of the Archduke Franz Ferdinand, heir to the throne of Austria-Hungary, were all young. Even the photographs of them taken after their capture or during trial are testimony to that, inadequate as they are by the standards of forty-five years later. They carried out their political crime and their action precipitated a terrible war from which Europe has not yet recovered. SARAJEVO (Weidenfeld and Nicolson. 30s.) is Mr. Joachim Remak's fresh presentation of the facts, the planning, the execution and the aftermath. It is curious that so painstaking and sober a book should not have a far more sensational impact.

To turn to two books on subjects so much lighter that they are practically airborne, we have, first, a true story, IN THE HEART OF PARIS (Gollancz. 18s.), by Mlle. Yvonne de Bremond d'Ars about her fabulous adventures as an antique dealer in Paris. The writer owns an antique shop in the Faubourg St. Honoré, and it was to her one day that an old gentleman came with a problem that is far from banal.

His brother had died and had left to him the administration of an estate, much of which consists in a houseful of beautiful and mostly valuable antiques; the whole property to be divided between five orphan nieces, who must first of all be traced and discovered, the author's dilemma being complicated by the fact that the treasures are not simply to be divided in fair proportions, as to their value, but must be chosen for the proper pleasure and suitability that their gift will bring. It is a promising theme for a novelist, but think what a wonderful theme for an expert in the subject of rare and beautiful *bibelots*! In many ways this is a grown-up fairy tale for collectors.

"THE WORLD OF SUZIE WONG": In a scene from the Broadway success now running at the Prince of Wales Theatre, in London, are Mary Steele as the adviser to an art dealer; Tsai Chin as the simple prostitute, Suzie Wong; and Gary Raymond as the young painter. Set in the streets, bars and bedrooms of Hong Kong, the play tells the story of the love for each other of Suzie Wong, who outside her trade is a simple, virtuous woman, and the English painter.

Judith Lady Listowel has written, as the second of our light reliefs, a MANUAL OF MODERN MANNERS (Odhams. 21s.), which is designed to ease the paths of English men and women through the jungles of protocol and the thickets of conventional usage. It is highly practical, including addresses and, very often, prices or estimates, and is as realistic and up-to-the-minute a guide for the social side of life as I have seen. Personally, I think that a book of this kind has a real and essentially friendly role to play in the lives of, say, young married couples or first-time adventurers into those jungles and thickets.

A SECOND BOOK OF ARCHÆOLOGY (Cassell. 13s. 6d.) is a highly diverting anthology selected and edited by Sir Mortimer Wheeler's wife, who is herself an archæologist and who has been able to collate here some of the most exciting stories of great finds in this particular field. Lady (Margaret) Wheeler has given us accounts by the Abbé Breuil, now recognised as the *doyen* of scholars specialising in Palæolithic times; by Count Alexis Bobrinsky, who found the exquisite Golden Comb of Solokha; by Victor von Hagen, expert on Incas; by Geoffrey Bibby, an English member of the staff of a Danish Prehistoric Museum, and, amongst others, by Mr. A. H. Smith, on the Elgin Marbles. A rewarding book, though it has a rather piecemeal effect.

When Mr. Eric Ambler writes a novel it is a blessed thing to reflect that it falls into no particular category but is simply and satisfyingly an example of the work of a man who knows how to tell a good story. The fact that the story is likely to be exciting as well is a separate consequence, like a bonus. PASSAGE OF ARMS (Heinemann. 16s.) is his new book and is Mr. Ambler at his best, or original form, and most of us know how very good *that* is. The setting is Malaya, the action geared to a high tension.

THE FEAR MAKERS (Michael Joseph. 16s.) is an anonymous novel which has been translated from the German by Mr. Oliver Coburn, and it is about the re-emergence of Nazi doctrines in present-day Germany; a state of affairs in which the author believes so strongly that he was unwilling for his own name to appear. This is a picture of West Germany, outwardly prosperous and complacent, inwardly gnawed by an old canker, that must give the reader pause. Powerfully told and a very uneasy subject for reflection.

Mr. Robert Ruark has produced another of his engrossing double-decker novels in POOR NO MORE (Hamish Hamilton. 25s.), dealing with the career of a rough-hewn American multi-millionaire who likes money, food, warmth, women and still more money. He even discovers a pretty mistress who has much the same views as his own, and for a time his life reaches a Set Fair condition until all his nearest and dearest begin to drop away and his business collapses. The book is as immensely readable as anything that has come out of the United States for a long time.

Mr. Bruce Davenport's grimly entertaining anthology, DEALS WITH THE DEVIL (Faber. 18s.), includes twenty-five stories by famous and lesser-known writers of the past hundred years or so, and its central theme is the attempt by man to get something out of Satan. There are some real spine-chillers here and some wry laughs, too; stories by Sheridan Le Fanu, by John Masefield, by Lord Dunsany, Max Beerbohm and John Collier, and that inimitable story of Stephen Vincent Benet's, *The Devil and Daniel Webster*. Just the right reading for an un-cosy approach to Christmas.

Vernon Fane

THE JUNKS OF CHINA

River Surveying Over the Yangtse Kiang Network

It needs no great stretch of the imagination to realise that a job in the river inspectorate of the Chinese Customs Service can take a man to many strange places. Mr. G. R. G. Worcester journeyed through China for many years, for the most part along the great river system of the Yangtse Kiang, surveying and marking the channels and providing for the safe navigation of craft of every kind from junk to aircraft-carrier. Later Mr. Worcester transferred to Chinese Nautical Research, spending eight years travelling through the interior studying boats, people and customs (with a small "c"). His experiences have already produced five technical books, now out of print, according to the author, but there was also a great deal of overflow material unsuited for the "dull technical tome."

Quite a deal of this intriguing overflow Mr. Worcester has brought together in his book THE JUNKMAN SMILES (Chatto and Windus. 21s.), and he has done so in a way which reflects his admiration for and understanding of the Chinese people. He saw them during one of the most disturbed periods of their history, when Chinese life was complicated by successive floods, drought and civil war. Catch a Chinese young and there is nothing you cannot teach him good or bad, says Mr. Worcester. As for navigation, he takes to the rivers and the sea with the most obvious relish. This is a truly delightful book, abounding in anecdotes.

G. W. Keeton, Professor of English Law at London University, has selected for examination four treason trials which in the course of English history have provoked bitter, and often protracted, controversy. The four accused are the Earl of Essex, who in 1601 sought to instigate a revolt against the ageing Queen Elizabeth; Alice Lisle, who sheltered refugees from Monmouth's defeated army; Lord Lovat, the last man in England to fall beneath the headman's axe, through his part in preparing for the Jacobite insurrection of 1745; and Sir Roger Casement, of World War I notoriety. TRIAL FOR TREASON (Macdonald. 21s.) sets out the legal problems which were involved in each case, and places each trial in its historical setting. It goes much farther than that, however, and the analysis of Casement's character is a truly fascinating piece of work very far removed from the legal sphere. Casement's vanity, coupled to his striking personal charm, makes him a particularly interesting subject, while his lack of any approach to caution in respect to his personal affairs made him less of a mystery than this none the less mysterious figure might otherwise have been.

In Edgar O'Ballance's book THE SINAI CAMPAIGN (Faber and Faber. 21s.), there is evidence of a trend of thought by which Israel may come to be seen as the Sparta of the Middle East. In some ways it is an agreeable comparison, for many have admired the individual heroism and collective spirit of the people of modern-day Israel ringed round, as they have been, by hostile forces eager for their complete disruption. Major O'Ballance has sought in these pages to give a day-to-day narrative of the fighting from the evening of October 29, 1956, when the Israeli Army struck, to the early hours of November 5, when the campaign was over and the whole of the Sinai Peninsula was firmly in Israeli hands. In looking back on the struggle the author cannot escape a note of bitterness that Gamul Abdul Nasser, the man who never won a battle, let alone a campaign, should have emerged with so much prestige and influence. "By diplomatic means and propaganda Nasser, the loser, secured the fruits of victory and emerged from his defeat in the field of triumph." Israel

DIPLOMACY: NEW STYLE

Of recent years I have taken a dislike to the memoirs of ambassadors and diplomats. I think it is due to abysmal ignorance of what they do and a certain disappointment over what they achieve. In my youth, I was rather overawed by two grades of golden youths in London society, from the Foreign Office and the Brigade of Guards. My own early struggles for a living took place in surroundings less "U" and exclusive. But the coziness and pomps have gone from diplomacy since the wars and ambassadors have been stripped of much of their individual responsibilities. Sir Geoffrey Thompson's FRONT LINE DIPLOMAT (Hutchinson. 25s.) suggests no coziness and little pomp in his varied assignments, and his experiences as a gunner on the Somme (a part of his book which I most enjoyed because I knew most about it) was clearly a useful training for his life in diplomacy. There was nothing cozy about "diplomatic immunity" in Chile; or in the Embassy set up in a shack in the Spanish Civil War; in Bagdad or in Bangkok.

On the contrary, a rigorous experience of war was more valuable than all the training and culture deemed necessary for old-style diplomats. Sir Geoffrey describes his adventures with humour and modesty and proved often enough to have been the right man in the tight place. Yet still, as of old, it seems, advance in the professions of arms and diplomacy requires a deal of lobbying.

OUR BITTEREST HUMILIATION

Perhaps, since the Dutch sailed up the Medway, no more shameful humiliation fell on our country than the events which led up to Munich. In THE INNER CIRCLE (Macmillan. 25s.) Sir Ivone Kirkpatrick has written a vivid, brilliant and hideously absorbing account of that humiliation. It is more than superb reporting. It has the authority of a blue-book. If his chief at the Berlin Embassy was stuttering a hopeless brief—the pacification of Hitler—Kirkpatrick was informed of the truth in good time: that Hitler was immovable from his insane purpose; and he lost no occasion to remit his knowledge. He was on all vital occasions the closest eye-witness, interpreting both for Halifax and Chamberlain during their interviews with Hitler. Neither of these visiting Ministers, and hardly any at home, ever abandoned their belief until 1938 that the madman was capable of acting like a civilised head of State and that the "old diplomacy" was still the right form. The fearful dilemma is left: either the old diplomacy and Embassies were futile or our Governments were criminal in their deafness. We can only conclude that both horns were sharp and lethal.

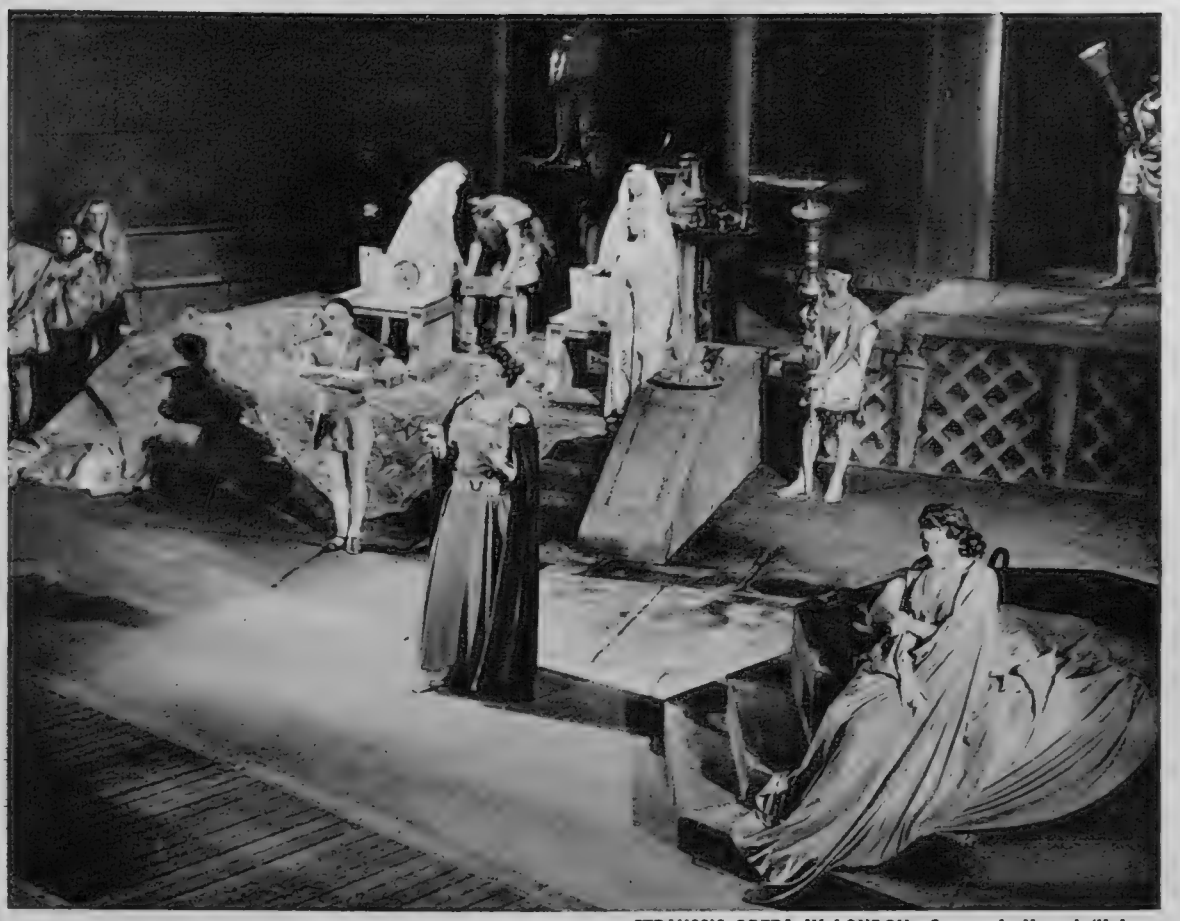
Such is the main and fearful theme of this book, which teems with minor examples of brilliant reporting, such as the author's visit to the war criminals at Luxembourg. The fine comedy of Hess's invasion of England we have heard before. Comic relief is supplied by Ciano's outrageous efforts to join the "Royal" procession at the Pope's Coronation. The "inner circle" of diplomatic assignment made the author the highest authority at that time on conditions in the Fascist dictatorships, and the best part of his active life in diplomacy was passed in Rome, Berlin and London. The whole book is brilliant in its restraint and authority and those very qualities enhance its fearful interest. **John Gore**

will need all the friends she can muster, the author avers, if she is to survive in the years that lie immediately ahead.

The long-awaited second volume of Hamilton Ellis's BRITISH RAILWAY HISTORY (Allen and Unwin. 35s.) now makes its appearance. This takes us from 1877, when quite a large railway network was already in being and the pioneering days were clearly over, to 1947, the year of nationalisation. Two world wars and the challenge of motor transport were the three most profound influences upon the railways in this second period. Needless to say, Mr. Ellis has a vast command of his subject, and he wins respect for his opinions on issues of policy perhaps by reason of the fact that everyone in the railway world knows that he is knowledgeable almost down to the last nut and bolt in the latest diesel engine.

MY YEAR WITH THE WOODPECKERS (Barrie and Rockliff 21s.) is the work of Heinz Sielmann and has been translated from the German by Sidney Lightman. This is a piece of patient and ingenious exploration revealed by the camera and the written word. Most interesting of all is the revelation of the woodpecker's feverish urge to work as he sets about his wood chipping. Anything from three to fifteen blows of the beak are needed, says Herr Sielmann, to produce a wood chip a quarter of an inch up to 1¼ ins. long, the woodpecker hammering with head aslant first from the right then from the left. Six hours of hammering a day is a common average, and one hour non-stop is usual enough. After four or five bursts of hammering he will throw out the chips, and then be at it again.

EUROPE FROM THE AIR (Harrap. 63s.) contains some remarkable photographs of European scenery. Mountains and cities, forests and rivers, agricultural and industrial areas, airports and seaports, the centres of cities, all loom up in a book of great scope. Of the 200 illustrations eleven are in colour. R. C. E.



STRAUSS'S OPERA IN LONDON: Centre is Herod (Helmut Melchert) and on the right Salome (Inge Borkh) in the production of Richard Strauss's *Salome* at the Royal Opera House in London. It is being sung in the German, which Strauss originally set, for the first time since the late Maria Cebotari took the title role thirteen years ago. As Salome, Inge Borkh, who is appearing at Covent Garden for the first time, gives an accurate and dominating performance, although many critics felt that she over-emphasised the eroticism of the part. The opera, based on Wilde's version of the story, calls for "an Oriental princess of sixteen with an Isolde voice," a more or less impossible condition which has been solved in various ways. In the present production, the dance of the seven veils is danced not by Inge Borkh, but by Ann Parsons. Despite its air of decadence, the opera has survived chiefly on the merits of Strauss's score.

SALOME AT COVENT GARDEN

On left—

SINGING THE TITLE ROLE: Salome, the youthful and spoilt Princess who demands the head of Jokanaan, is sung by the Swedish-born soprano, Inge Borkh.

THE DANCE OF THE SEVEN VEILS: Salome, danced by Ann Parsons, discards her veils, watched by Herod (Helmut Melchert). Others in the cast include Elizabeth Hoengen as Herodias, Otakar Kraus as Jokanaan, and Edgar Evans as Narraboth. The opera is conducted by Rudolf Kempe, and the production at Covent Garden is supervised by Ande Anderson.

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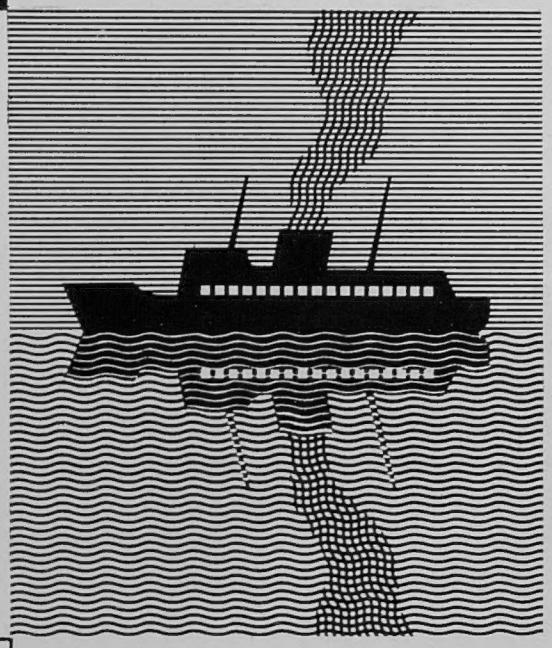

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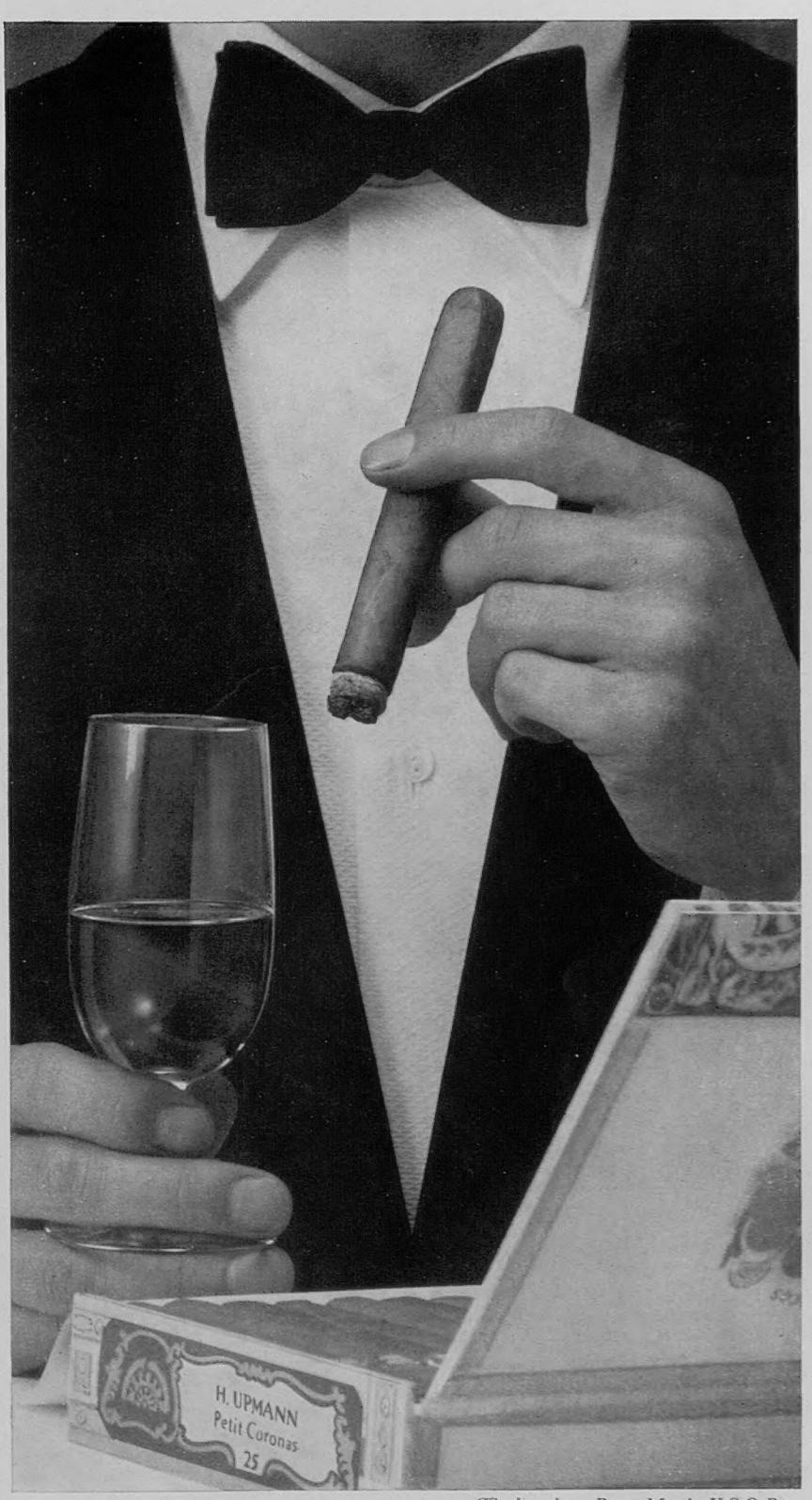

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SAFETY ON THE ROADS

Driving in Fog; a Booklet on Observation; Training in Skidding; Drinking and Driving; Modern Devices for Traffic Control; World's Championship Contenders; the Rolls-Royce Plant at Crewe

By "THE SPHERE" MOTORING CORRESPONDENT

IT cannot be just a coincidence that with the opening of Britain's first long stretch of motor road there has come a spate of comment on road dangers with much well-intentioned advice on how to be a better driver in varying road and weather conditions. Mr. Ernest Marples, Minister of Transport, has sounded his own personal fog-horn. "Do not park on roads during fog," he pleads. "It may cause an accident. Your own car may be damaged. If you can't avoid parking, please remember to leave on your side and rear lights. This applies even in places where the regulations allow you to switch off." The Minister reminds drivers that the regulations permitting cars, vans and motor-cycles to stand on the roads without lights under certain conditions do not apply on bus routes in the Metropolitan Police District or the City of London. Nor do they apply elsewhere in the country on roads not marked with the black and white traffic signs indicating that police consent has been given.

The British Safety Council, which rather grandiosely calls itself "an organisation dedicated to save lives," must be feeling a trifle embarrassed. It is distributing a booklet, entitled *Training Your Eyes for Fast Driving*, which contains much good advice. It is reputedly based on material used in the training of 25,000 drivers at the Safety Training Department of the American Trucking Association and the Institute of Driver Behaviour, Michigan. Unfortunately, as the *Daily Telegraph* has pointed out, too little care has been taken in adapting these safety hints for conditions in the United Kingdom, where traffic drives on the opposite side of the road.

For instance, in giving advice on how to cope with the glaring headlights on an oncoming car, the booklet says: "If the road has no centre line . . . watch the space between its lights and the right shoulder of the road—and be ready to edge to the *right* if the space appears to be too narrow." The italics are mine. In an introductory comment Mr. James Tye, Chairman of the British Safety Council, makes the point that "good driving is 90 per cent. seeing and 10 per cent. doing." He declares, with truth, that "as long as four out of five drivers do not 'see properly,' Britain's accident rate will continue to soar."

Having been privileged to make a fool of myself on the Metropolitan Police Driving School skid pan at Hendon, I was interested to learn of a private enterprise scheme for building a chain of skid pans in various parts of the country at which, for a small fee, ordinary motorists will be given instruction on how to deal with a skidding car. The first of these anti-skid schools has been opened at Hinckley, Leicestershire. A full-day course costs 7 guineas (8 guineas on Saturday or Sunday). Motorists can book extra practice periods, under supervision, at 15s. per hour.

Instruction at the anti-skid schools will not be confined to skid control. It will also seek to show motorists how to avoid skids by more expert control of their cars. Tuition will cover the Highway Code, drivers' signals, road signs, road surfaces, road observation, and so on. The instruction is based on the tuition evolved at similar schools in Holland over the past two years. The chief instructor, Captain K. J. Mackenzie, was a senior instructor for nearly four years in the Army Mechanical Transport School.

Another aspect of road safety which has been spotlighted recently is the question of the drunken driver. This is a subject on which many motorists are extremely touchy. We all think we know how much drink we can take and still drive safely, but I wonder if we do. I am certain we should all be much more careful if we had a law, as in Sweden, empowering the police to stop any driver at any time and make him have a breath test. The driver is asked to blow up a small balloon with his mouth and if his breath is sufficiently impregnated with alcohol to turn to a certain colour the chemical in a little phial, he is for the high jump. Many people think this law a bit drastic. A private Bill which is to be submitted in Parliament soon proposes that we should go only part the way along this road. Sponsored by Mr. R. Graham Page, Conservative Member for Crosby, the Bill recommends that the police should be given power to take blood tests if a motorist is thought to be drunk.

This seems the right place to refer to an interesting new enterprise, details of which reached me the other day. It is called the Safe Motoring Service and describes its objects thus: "To get members to their homes or hotel with a minimum of fuss should they feel indisposed while driving or about to drive." They do not mention the nasty word "drink." The nearest they go to it is in references to parties and celebrations.

You pay a membership fee of £2 2s. a year and get a membership card and a plaque for your ignition key-ring. It bears the member's code number and the organisation's 'phone number. You can also get a windscreen sticker, though I can't believe there will be any great demand for them. The service will operate from 9 a.m. to 5 a.m., seven days a week. Initially it will operate within a 30-miles radius of Piccadilly Circus. It is proposed to charge £1 1s. an hour from the time the driver leaves the organisation's H.Q. until he returns. It seems quite a good idea and reminds me of the suggestion made by a Brighton councillor recently that motorists should be encouraged to ring up the police if they feel they have had too much to drink. Personally, I can't imagine myself doing that. . . .

Motoring becomes more and more an integral part of the everyday life of Britain. Not long ago we had the first drive-in banks, where motorists can transact their business without leaving the car. The first was opened at Liverpool by Westminster Bank. Now, at Leicester, which already has a drive-in bank—Martins—there is to be a drive-in Post Office. It is to be opened on December 11 by Miss Mervyn Pike, the new Assistant Postmaster-General. Motorists will drive in under the arches of a five-storey telephone exchange. One motorist will be dealt with at a time. The service will be confined to simple transactions like the sale of stamps and postal orders, payment of pensions and the posting of parcels.

A London firm of civil engineering contractors announces with pardonable pride that in conjunction with Middlesex County Council it is using closed-circuit television for traffic control during road repairs at West Drayton. It is the first time closed-circuit TV has been used for this purpose in Britain, the contractors claim. It will be operative for twelve months.

Now I must say this seems a footling little enterprise compared with the use made of electronics for traffic control—for example—in Baltimore, in the U.S. We have just been hearing all about it from Mr. Henry Barnes, Commissioner of Baltimore's Department of Transit and Traffic. The system cost £1,600,000 and covers more than half the city. It consists of radar scanners placed at strategic points in Baltimore's streets. They measure the volume and movement of traffic and pass the information to an electronic control point.

This has a "brain" which sifts the information and regulates the traffic lights to suit the conditions at any given period. There are 220 possible combinations. Mr. Barnes thinks such a system would be useful in London. So do I. Every motorist who is habitually held up by traffic-light jams on his way into London and again on his way home at night would welcome any experiment aimed at improving the traffic flow.

On December 12, at Sebring, Florida, the motor race of the year takes place. It is the last of the events counting towards the drivers' world championship and will decide the championship, which could be won by any of three drivers: Jack Brabham, Stirling Moss or Tony Brooks. Rivalry is particularly keen between Brabham—an Australian—and Moss. If Moss gets the championship he will be the first British driver to do so in a British car. If either Brabham or Moss wins, it will be in a Cooper. Brabham is No. 1 driver for the Cooper factory team and Moss drives a Cooper for Mr. Rob Walker, of Dorking, a private entrant. The late Mike Hawthorn was the first British driver to win the world crown but he did it in a Ferrari.

The points set-up and the probable outcome of this crucial race make a fascinating study. If Brabham wins, he gets the championship in a clear-cut way. He will also get the international crown if he finishes second to Moss or Brooks—provided Moss does not win *and* earn an extra point for doing the fastest lap. If Moss wins, *and* clocks the fastest lap, he will win the championship even if Brabham comes in second. Moss would also become champion if he finished second and did the fastest lap—as long as neither Brabham nor Brooks finished ahead of him. Brooks can get the championship if he wins the race and gets the fastest lap, provided neither Brabham nor Moss is higher than third.

I recently had the pleasure of going over the Rolls-Royce car plant at Crewe to refresh my memory about the meticulous care that goes into the assembly and testing of Rolls-Royce and Bentley cars. Inspection, as the cars take shape, is more of a religion than a production system. "When the cars are finished," I was told, "they are individually road-tested for between 100 and 200 miles, according to need. The chief tester's word is law. It normally takes about a week to test each car. Often it takes two weeks, sometimes a month. Noise is the thing we are chiefly concerned about. We are very jealous about our reputation for quiet running. Every car that leaves the plant *must* conform to our high standards. We keep changing any offending units until that level is attained. It may be a gear-box, sometimes it's a back axle. There is no question of hurrying the road tests to keep a delivery date. If a customer is late getting his car because of this, we will, if necessary, lend him a demonstrator until his own car is ready."

When they start building a chassis the customer's name is placed on a card and put in a little plastic envelope attached to the chassis. Marked on the card are details of any special requirements. Rolls-Royce make most of the components for their V-8 engines. They even design and machine the more important nuts and bolts, including the studs holding down the cylinder head. For these and certain other parts Rolls-Royce specify a steel with a particular molecular structure which they know will spread the "load" evenly throughout the component. In this Crewe factory, which gallantly allows women workers to leave work five minutes before the men—"to avoid the crush"—there is a leisurely atmosphere contrasting sharply with the bustle of a mass-production car plant.

A FOLDING CARAVAN: ***Left*****—The Farlander caravan is in its folded position, measuring 7 ft. in length, 6 ft. in width and 4 ft. in depth.** ***Centre*****—A hydraulic device is used to open out the two-wheel cabin. The operation occupies about five minutes.** ***Right*****—The caravan is unfolded. It is 10 ft. long, 6 ft. wide and 6½ ft. deep. Available as a four-berth, costing £495, or two-berth, at £415, the Farlander weighs 10½ cwt. It is designed by Mr. John Marcel and marketed by Farlander Land Cabins Ltd.**

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Collectors' guide to 'Choicest' tea-ware

Bristol

by WOLF MANKOWITZ

Teapot marked '2' in gold. Decoration and gilding by William Stephens, circa 1772.

ALTHOUGH soft-paste porcelain was made from about 1749 to 1752 at Redcliffe Backs, few pieces survive and many items attributed to the early Bristol factory are, in fact, of the period post 1752, when it was amalgamated with Worcester.

Bristol revived when William Cookworthy moved there from Plymouth in 1770 and began the manufacture of hard-paste porcelain. His associate, Richard Champion, took over both his porcelain patent and his business in 1773. Champion's porcelain was strong and elegant and his useful wares ranged from cottage china to elaborate tea-services and Sèvres-style *cabarets*.

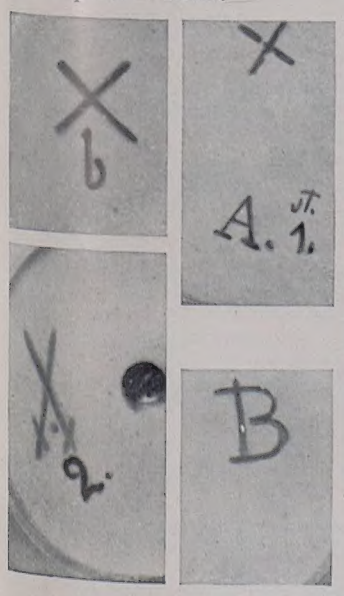
Amongst the distinguished tea-ware produced by Champion's Bristol factory are teapots of inverted pear shape with double curve handles. Decoration: floral sprays, sometimes with angular spiky foliage. Typical colours: leaf green and clear deep red.

The most accomplished artists at the Bristol factory were Henry Bone and William Stephens, who were both enrolled as apprentices to Champion on January 20th, 1772. Their more important pieces were marked 1 and 2 respectively, often in gold, and in conjunction with the factory mark, a cross, B or scrip b, or crossed swords.

Champion failed to secure an extension of his patent and was obliged to cease manufacture in 1778. In February 1780 there was a three-day sale in London, and all remaining pieces were finally sold at Bristol in May 1782. The tea-ware of Bristol's eight years of production is therefore rare and of the choicest quality.

NOTE TO COLLECTORS Not so rare perhaps, but equally choice in its own field is Brooke Bond 'Choicest' tea. This fragrant blend of Ceylon and Assam teas will make a worthy partner to your Bristol China should you be fortunate enough either to possess or to find a few pieces. At 2/- per quarter 'Choicest' is undoubtedly the best value in tea today.

The items illustrated are from the Peter Stephens Collection.



Sucrier superbly gilded with cover surmounted by elaborate flower decoration in biscuit—marked '2' in gold. Gilding by William Stephens, circa 1775.

Teacup, saucer and spoon from the Ludlow service. Decoration, probably by Henry Bone, included the Coat of Arms of Ludlow of Campden. Circa 1776.

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